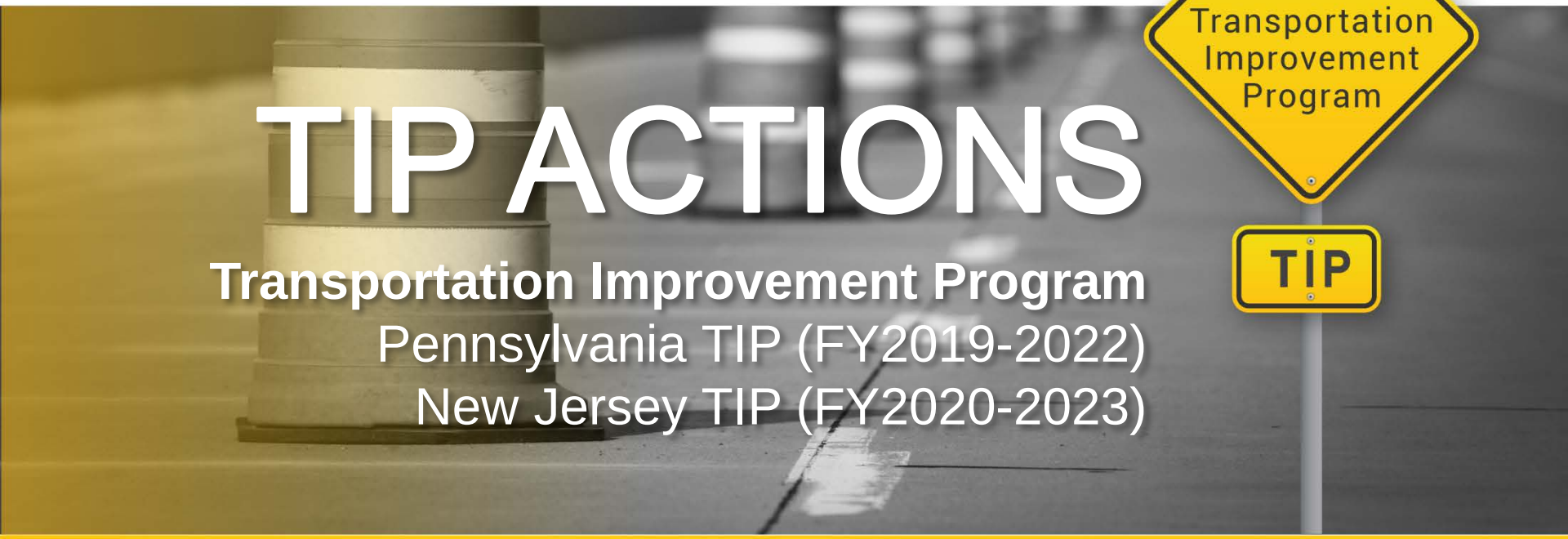
March 10, 2020 RTC



TIP ACTIONS

Transportation Improvement Program

Pennsylvania TIP (FY2019-2022)

New Jersey TIP (FY2020-2023)

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

ADA Ramps 2020 Bucks & Montgomery Counties
Various Counties | Advance Construction Phase

- **TIP Amendment**
- **Action:** Advance CON funding from the 2nd and 3rd four years of the TIP to FY20 ($7,500,000 STU/Toll Credit)
- **Background:**
  - Project will construct Americans With Disabilities Act (ADA) compliant facilities along various state routes in Bucks and Montgomery Counties **(496 ramps)**
  - Roadways include Bristol Pike, Lincoln Highway, Delmorr Avenue, River Road, Moreland Road, Bustleton Pike, Buck Road, State Road, Otter Street, Trenton Avenue, Oxford Valley Road, and Swamp Road

dvrpc | TIP for PA

ADA Ramps 2020 Chester & Montgomery Counties
Various Counties | Advance Construction Phase

- **TIP Amendment**
- **Action:** Advance CON funding from the 2nd and 3rd four years of the TIP to FY20 and FY22 ($3,800,000 STU/Toll Credit)
- **Background:**
  - ADA compliant facilities along various state routes in Chester and Montgomery Counties **(252 ramps)**
  - Roadways include Main Street and Anderson Avenue, Starr Street and Washington Avenue, Pottstown Pike, West Uwchlan Avenue, Hanover Street, Farmington Avenue and Hanover Street

dvrpc | TIP for PA

2019 ADA Ramps Philadelphia

City of Philadelphia | Advance Construction Phase

- **TIP Amendment**
- **Action:** Advance CON funding from the 2nd and 3rd four years of the TIP to FY20 in the amount of $3,962,000 STU/Toll Credit
- **Background:**
  - ADA compliant facilities along various state routes in the City of Philadelphia **(660 ramps)**
  - Roadways include Henry Avenue, Bethlehem Pike, Mount Airy Avenue, Easton Road, Girard Avenue, Cheltenham Avenue, Spring Garden Street, 52nd Street, 42nd Street, 65th Street, and more

dvrpc | TIP for PA

TIP ACTION | Proposed – PA

Agenda Items 5a, 5b, and 5c

Recommend Board approval of PennDOT TIP Amendment requests:

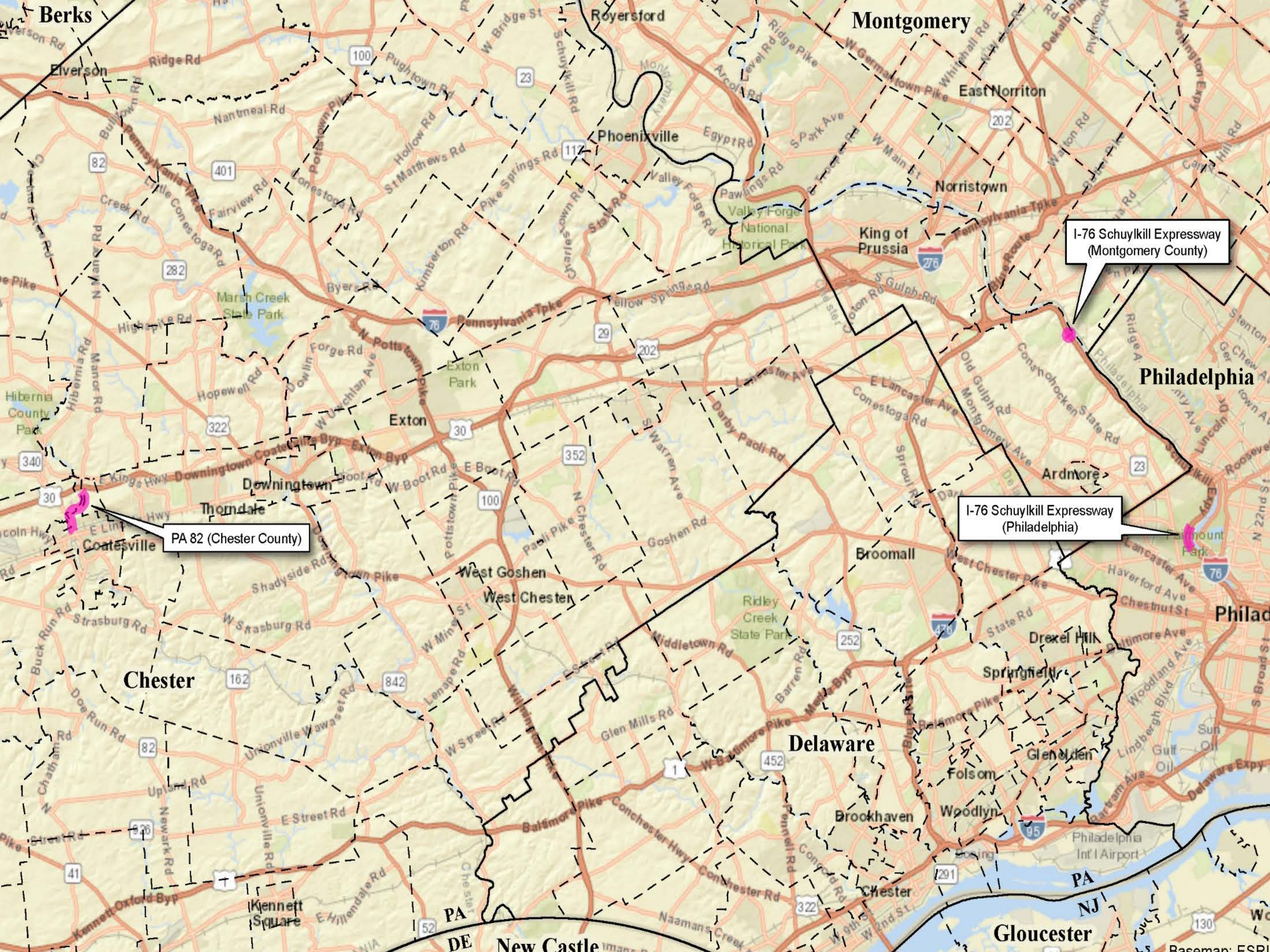
- **ADA Ramps 2020 Bucks & Montgomery Counties**
  Advance $7,500,000 STU/Toll Credit for CON from the 2nd and 3rd four years of the TIP (FY25: $130,000; FY27: $7,370,000 STU/Toll Credit) to FY20
- **ADA Ramps 2020 Chester & Montgomery Counties**
  Advance $3,800,000 STU/Toll Credit for CON from the 2nd and 3rd four years of the TIP (FY25: $188,000; FY27: $3,612,000 STU/Toll Credit) to FY20: $1,963,000 and FY22: $1,864,000 STU/Toll Credit
- **2019 ADA Ramps Philadelphia**
  Advance $3,962,000 STU/Toll Credit for CON from the 2nd and 3rd four years of the TIP (FY24: 783,000; FY25: $613,000; FY27: $2,566,000 STU/Toll Credit) to FY20

dvrpc | TIP for PA

Districtwide Barrier Repair
Various Counties | Add New Project to TIP

- **TIP Amendment**
- **Action:** Add new $3,025,000 project ($25,000 State 581 for UTL in FY20 and $3,000,000 NHPP/Toll Credit for CON in FY20)
- **Background:**
  - Repair and replace damaged & deteriorated roadway barriers in Philadelphia, Montgomery, & Chester counties
  - 2,500 linear feet of barriers on I-76 (Philadelphia and Montgomery Counties)
  - 5,800 linear feet of metal and concrete barriers on Route 82/Manor Road in Chester County

dvrpc | TIP for PA



Berks
Montgomery
Philadelphia
Chester
Delaware
New Castle
Gloucester
PA
DE
NJ
I-76 Schuylkill Expressway (Montgomery County)
I-76 Schuylkill Expressway (Philadelphia)
PA 82 (Chester County)
Royersford
Elverson
East Norriton
Phoenixville
Norristown
King of Prussia
Valley Forge National Historical Park
Marsh Creek State Park
Exton Park
Exton
Downingtown
Thorndale
Coatesville
Hibernia County Park
Ardmore
Broomall
West Goshen
West Chester
Ridley Creek State Park
Drexel Hill
Springfield
Glenolden
Folsom
Woodlyn
Brookhaven
Chester
Kennett Square
Philadelphia Int'l Airport

dvrpc | TIP

TIP ACTION | Proposed – PA

Agenda Item 5d

Recommend Board approval of PennDOT TIP Amendment request:

- **Districtwide Barrier Repair**
  Add new $3,025,000 project ($25,000 State 581 for UTL in FY20 and $3,000,000 NHPP/Toll Credit for CON in FY20)

dvrpc | TIP for PA

Bus Purchase Program
SEPTA | Increase Funding

- **TIP Amendment**
- **Action:** Increase the Purchase phase by $41,795,000; funding shifts will be made accordingly
- **Background:**
  - SEPTA is requesting amendments to the Bus Purchase Program and the Debt Service Program to add $120,000,000 of loan funds and the requisite repayment
  - Borrowing will support ongoing procurement of 525 New Flyer 40-foot buses

dvrpc | TIP for PA

Debt Service

SEPTA | Increase Funding and Scope Change

- **TIP Amendment**
- **Action:** Increase the Debt Service phase in FY20 by $11,700,000 ($9,360,000 Section 5307 / $2,265,000 State 1514 / $75,000 LOC) and add the Bus Purchase Program Debt Service to the description
- **Background:**
  - SEPTA will repay $140,000,000 (principal plus interest) over 12 years
  - Borrowing will support ongoing procurement of 525 New Flyer 40-foot buses

dvrpc | TIP for PA

TIP ACTION | Proposed – PA

Agenda Item 5e and 5f

Recommend Board approval of SEPTA TIP Amendment requests:

- **Bus Purchase Program**
  Increase the Purchase phase by $41,795,000; funding shifts will be made accordingly
- **Debt Service**
  Increase the Debt Service phase in FY20 by $11,700,000 ($9,360,000 Section 5307 / $2,265,000 State 1514 / $75,000 LOC) and add the Bus Purchase Program Debt Service to the description

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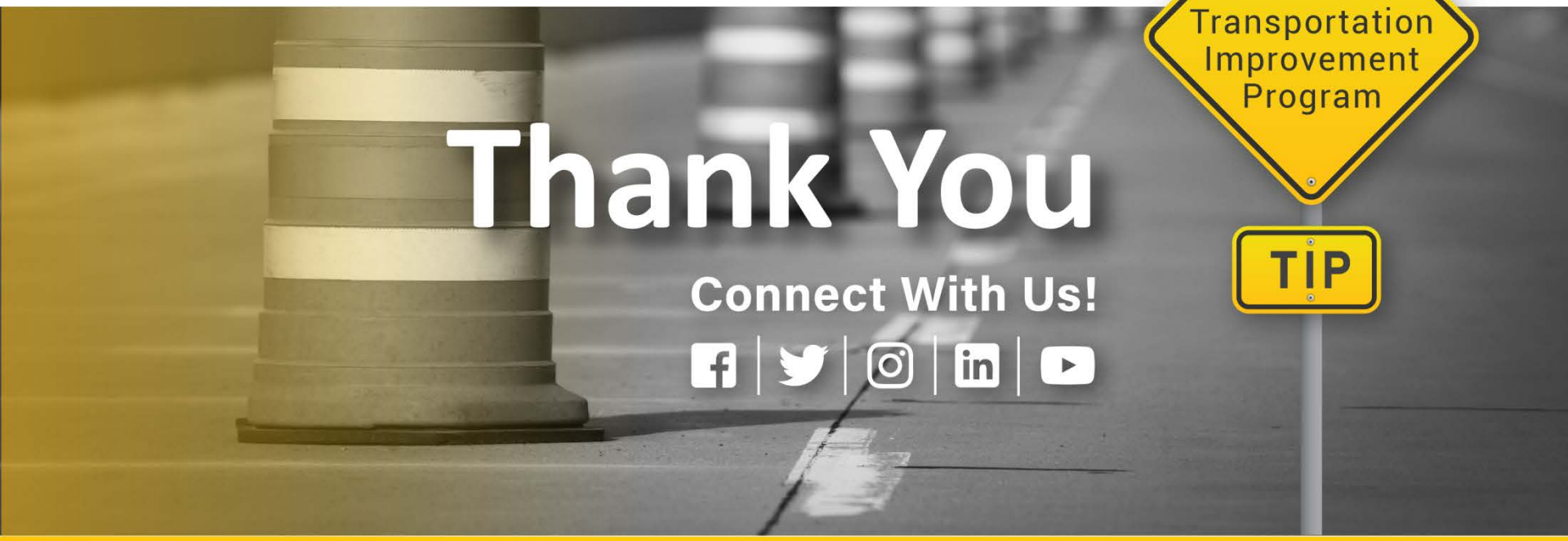

www.dvrpc.org/TIP

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EV Planning Toolkit

Rob Graff

Manager, Office of Energy and Climate Change Initiatives

Delaware Valley Regional Planning Commission


Drive Electric Pennsylvania
electrify america
READY to ROLL!
Southeastern Pennsylvania's Regional Electric Vehicle Action Plan
Ready to Roll?
Overview of Challenges and Opportunities for Alternative Fuel Vehicles in the Delaware Valley
olume I: Planning and
cy Recommendations
June 2013
dvrpc
REGIONAL PLANNING COMMISSION
Percentage of PEVs in Philadelphia
Percentage PEV by Block Group
0.00 percent
0.13 percent
0.20 percent
0.31 percent
1.40 percent
Source: PennDOT Registrations, October 2017
0 1 2 4 Miles
N
City of Philadelphia
Electric Vehicle Policy Task Force
Policy Recommendations
March 8, 2018
CITY OF PHILADELPHIA
otis
dvrpc

Electric Vehicles in One Slide

- Operate ~ the same a internal combustion cars.
- Fill battery with electricity rather than tank with gasoline
- Much longer fill time, but costs much less
- Generally fill when already parked at home or work
- Batteries cost more than a gas tank
- Electric drive much simpler, so lower maintenance
- Average range well over 200 miles and getting longer
- Some supplement with gas engine
- Term we are using: Plug-in Electric Vehicle or PEV

EV Planning Questions

- How do we address tomorrow's – not yesterday's – needs?
- How do we:
  - Know how much paid charging we need?
  - Know enough geographic detail of demand for wise electric distribution systems planning?
  - Make sure we install the right kind of EV charging infrastructure in the right places?
  - Provide infrastructure that people want to be there, but that they are likely to use only very rarely?

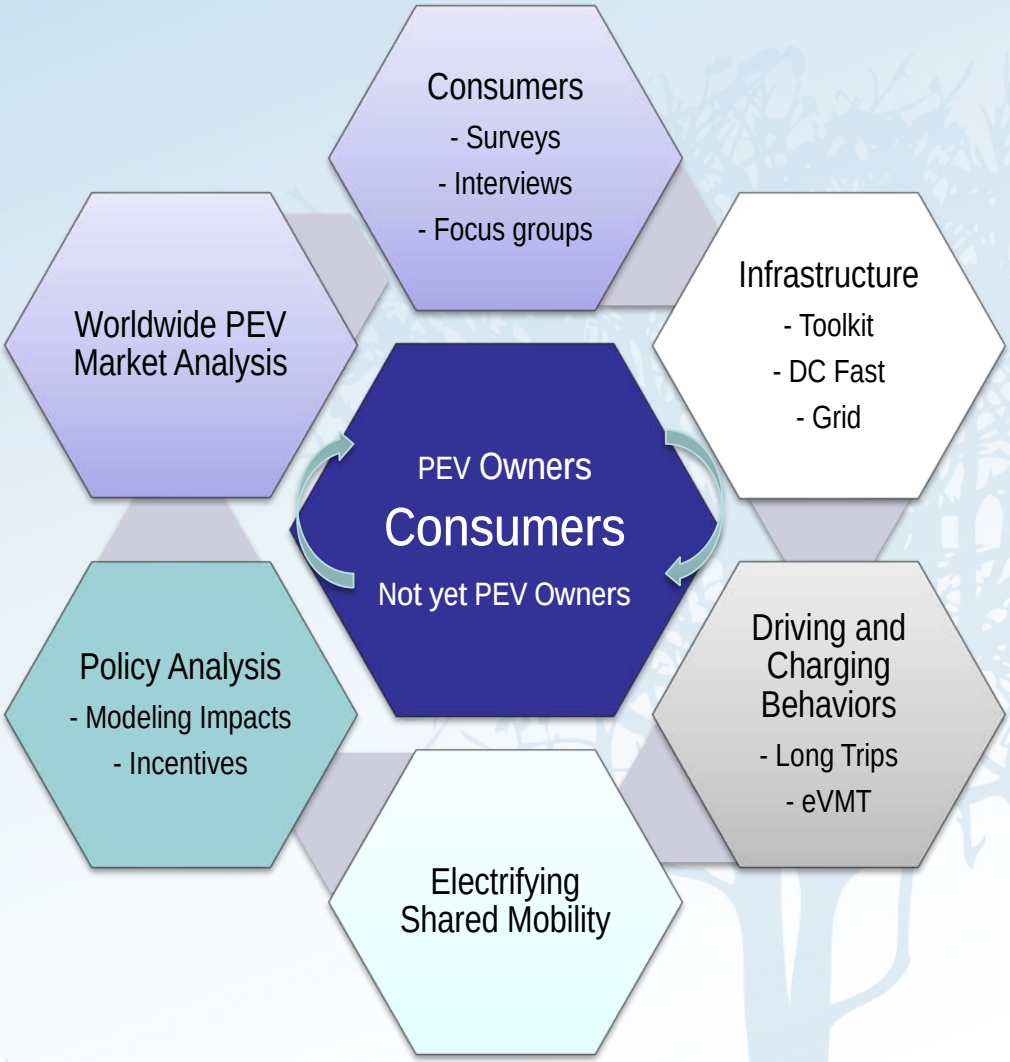
Many Questions

- Where will PEV owners live?
- Where will PEVs be charged?
- What is the expected demand for public and workplace charging?
- How does pricing charging to recover costs affect demand for public and workplace charging?
- What strategies are most effective to provide for charging?
- How do larger batteries and increased range affect behavior?

UCDAVIS

PLUG-IN HYBRID & ELECTRIC VEHICLE RESEARCH CENTER

of the Institute of Transportation Studies



Source: UC Davis, 2017

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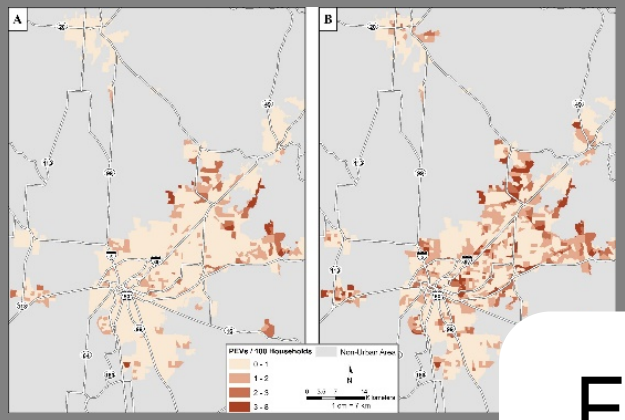
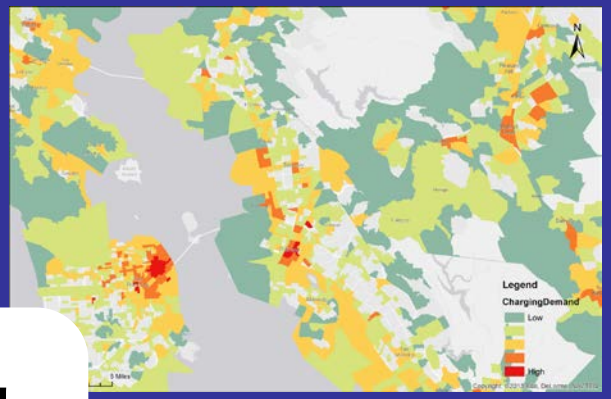
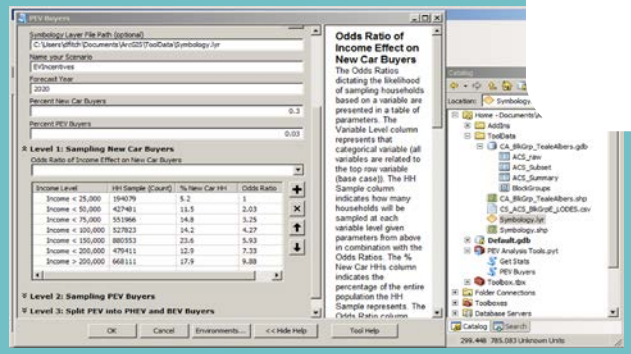
EV Planning Toolkit

Market Forecast

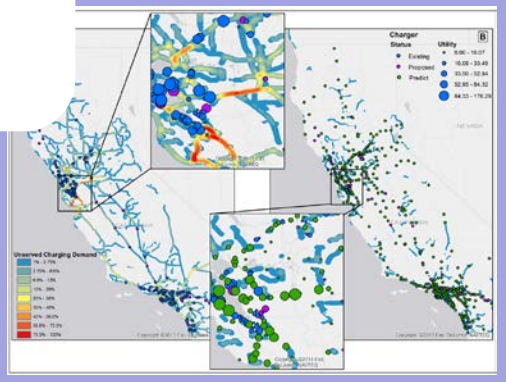


Workplace Charging





ArcGIS Interface Allows User to Test Scenarios



Fast Charging - Estimates Take into Account Existing Chargers

Source: UC Davis, 2017

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Market Analysis Tool

- Predicts spatial location of PEV owner households at census block group level
- Inputs include ACS, LODES, and PEV Sales/Ownership
- Received vehicle level data from both PennDOT and NJ DMV, with tremendous assistance from NJ DEP

LODES = LEHD (Longitudinal Employer-Household Dynamic) Origin-Destination Employment Statistics

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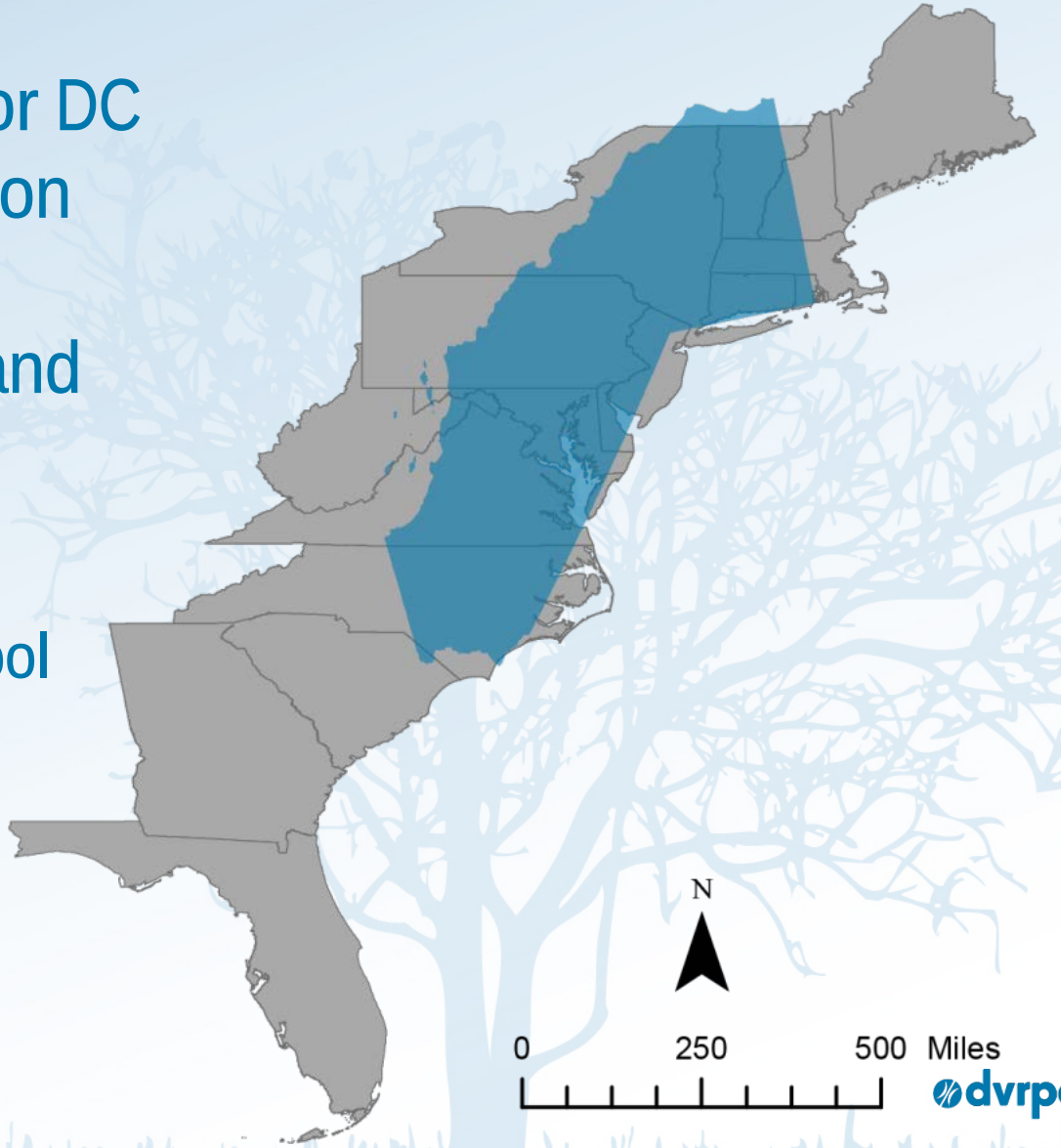
Workplace Charging Tool

- Predicts workplace charging demand by census block group
  - kWh of demand
  - Number of charging events
- Data inputs
  - Market Tool results — PEV ownership location
  - LODES and TDM data — workplaces and commuting distances
  - PEV Scenario — mix of PEV types and ranges
  - Pricing and frequency scenarios for charging

Fast Charging Analysis Tool

- Evaluates demand for DC fast charging based on travel patterns and demand at existing and proposed sites
- Data inputs
  - Results of Market Tool
  - Long trip data



Tool Results

- Group Effort
  - Adam Beam – data analysis, tool development, scenarios, etc.
  - Chris Pollard – created the on-line interactive map
  - Gil Tal / UC Davis – tool and funding through the National Center for Sustainable Transportation (NCST)
- All results are available in an online, interactive map hosted on DVRPC's website.
  - Under internal review – please feel free to provide comments
  - Review version (https://tinyurl.com/DVRPC-EV-Toolkit)

DVRPC/UC Davis Electric Vehicle Planning Toolkit for ArcGIS

Interactive Results

DVRPC | March 6, 2020

DVRPC/UC Davis Electric Vehicle Planning Toolkit for ArcGIS

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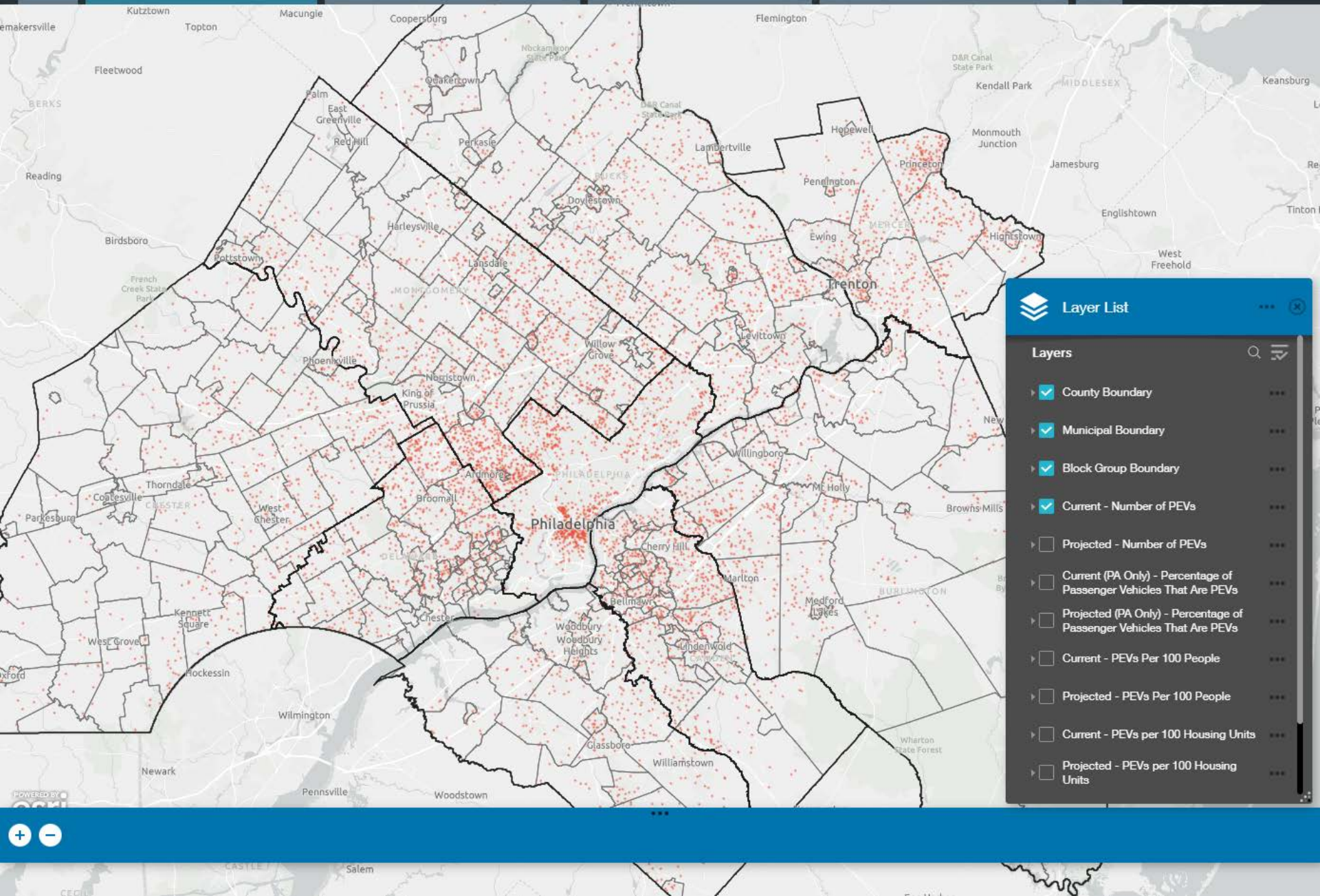
About | DVRPC Region — PEV Distribution | DVRPC Region — Workplace Charging | Pennsylvania — PEV Distribution | Pennsylvania — Workplace Charging



Layer List

Layers

- [x] County Boundary
- [x] Municipal Boundary
- [x] Block Group Boundary
- [x] Current - Number of PEVs
- [ ] Projected - Number of PEVs
- [ ] Current (PA Only) - Percentage of Passenger Vehicles That Are PEVs
- [ ] Projected (PA Only) - Percentage of Passenger Vehicles That Are PEVs
- [ ] Current - PEVs Per 100 People
- [ ] Projected - PEVs Per 100 People
- [ ] Current - PEVs per 100 Housing Units
- [ ] Projected - PEVs per 100 Housing Units

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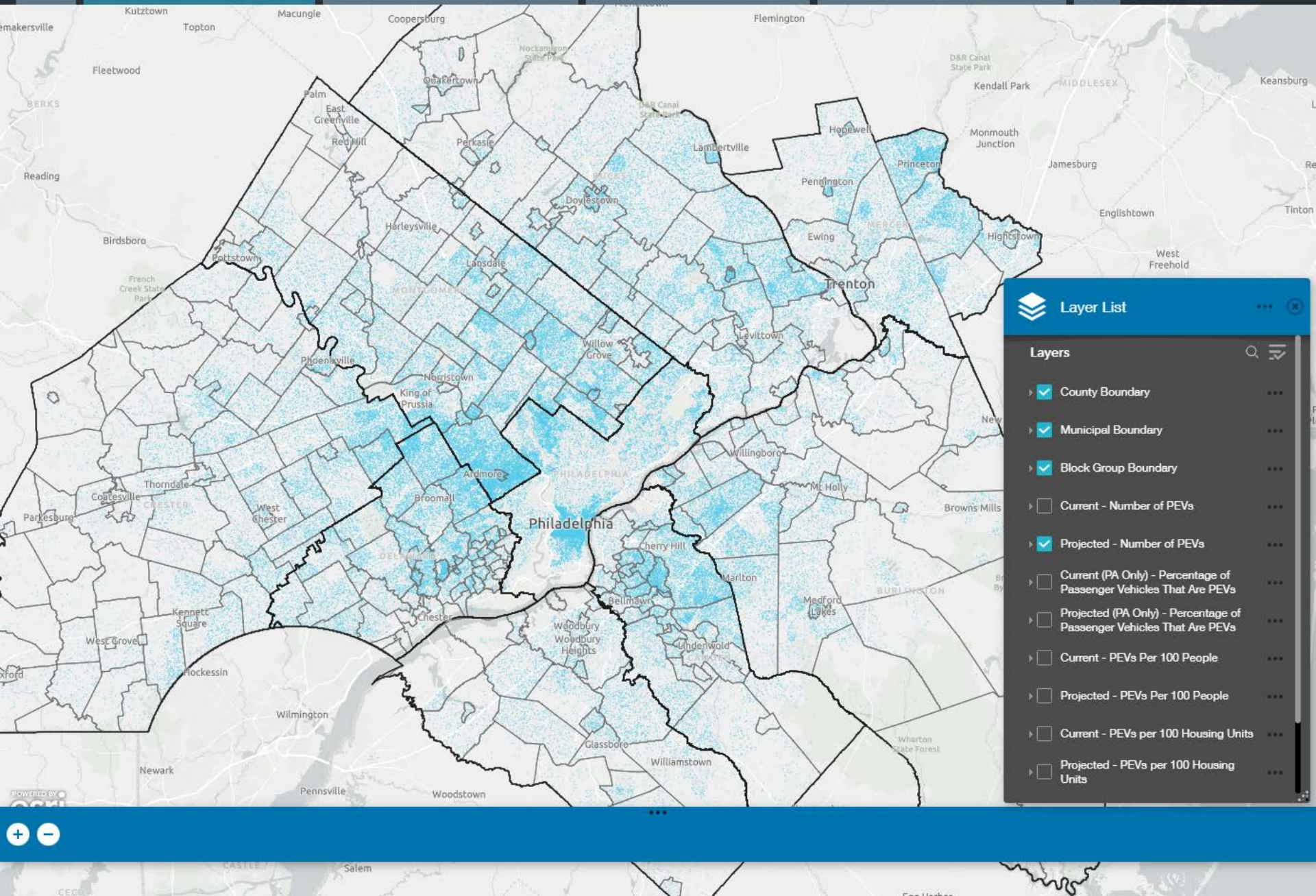

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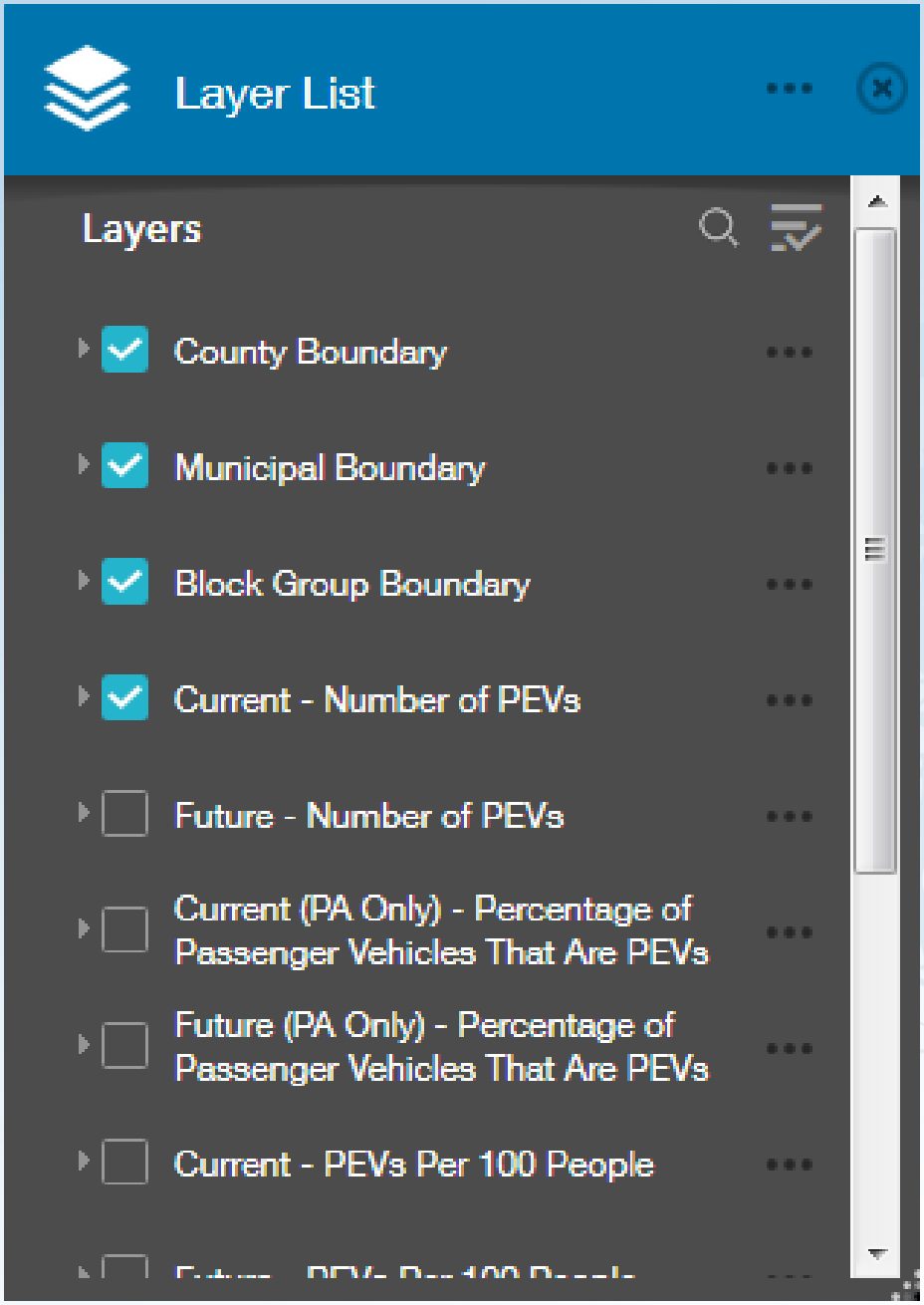
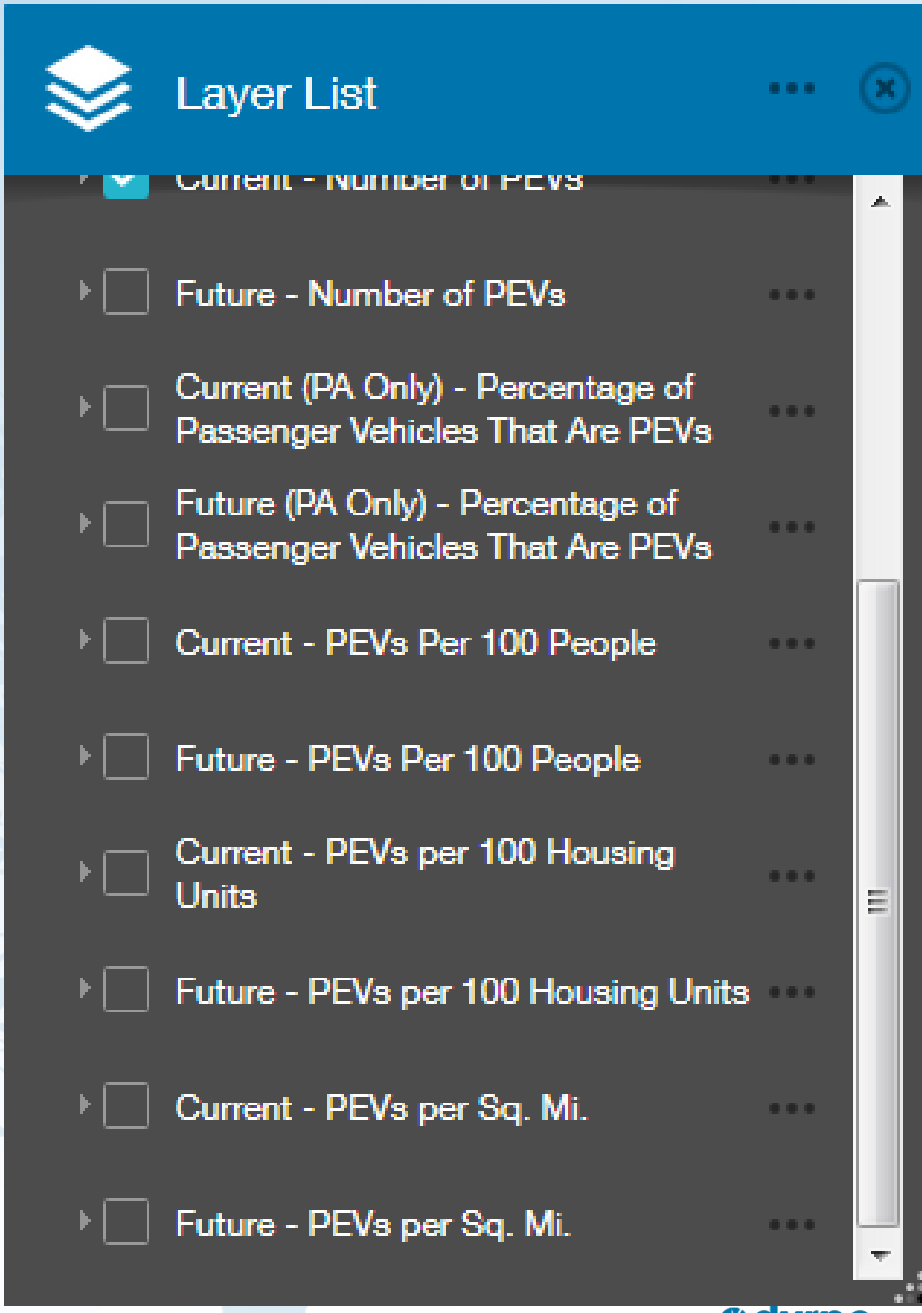

Layer List
Layers
County Boundary
Municipal Boundary
Block Group Boundary
Current - Number of PEVs
Future - Number of PEVs
Current (PA Only) - Percentage of Passenger Vehicles That Are PEVs
Future (PA Only) - Percentage of Passenger Vehicles That Are PEVs
Current - PEVs Per 100 People


Layer List
Future - Number of PEVs
Current (PA Only) - Percentage of Passenger Vehicles That Are PEVs
Future (PA Only) - Percentage of Passenger Vehicles That Are PEVs
Current - PEVs Per 100 People
Future - PEVs Per 100 People
Current - PEVs per 100 Housing Units
Future - PEVs per 100 Housing Units
Current - PEVs per Sq. Mi.
Future - PEVs per Sq. Mi.

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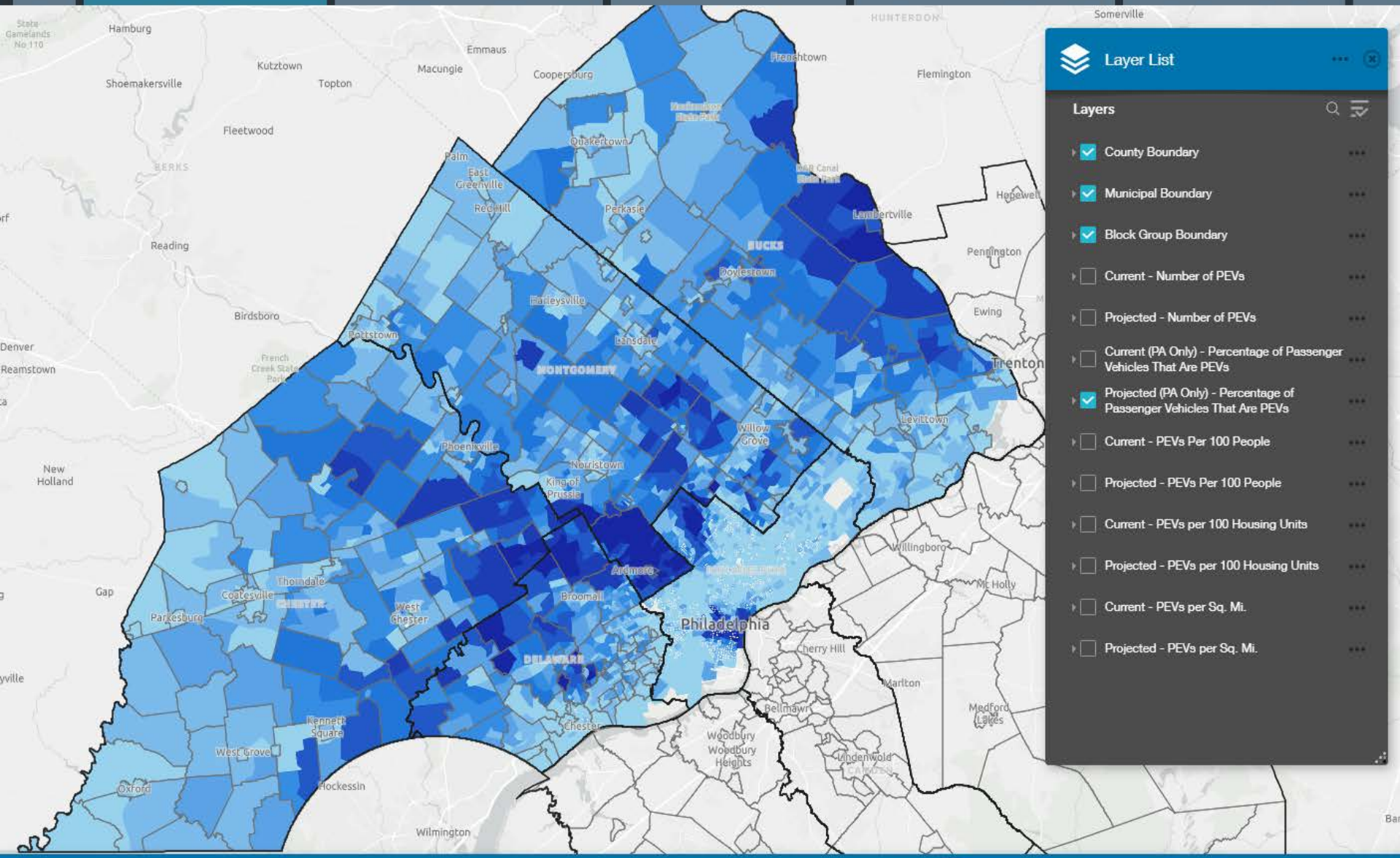
About | DVRPC Region — PEV Distribution | DVRPC Region — Workplace Charging | Pennsylvania — PEV Distribution | Pennsylvania — Workplace Charging | New Jersey — PEV Distribution | New J



Plug-In Electric Vehicle (PEV) Distribution

DVRPC/UC Davis Electric Vehicle Planning Toolkit for ArcGIS

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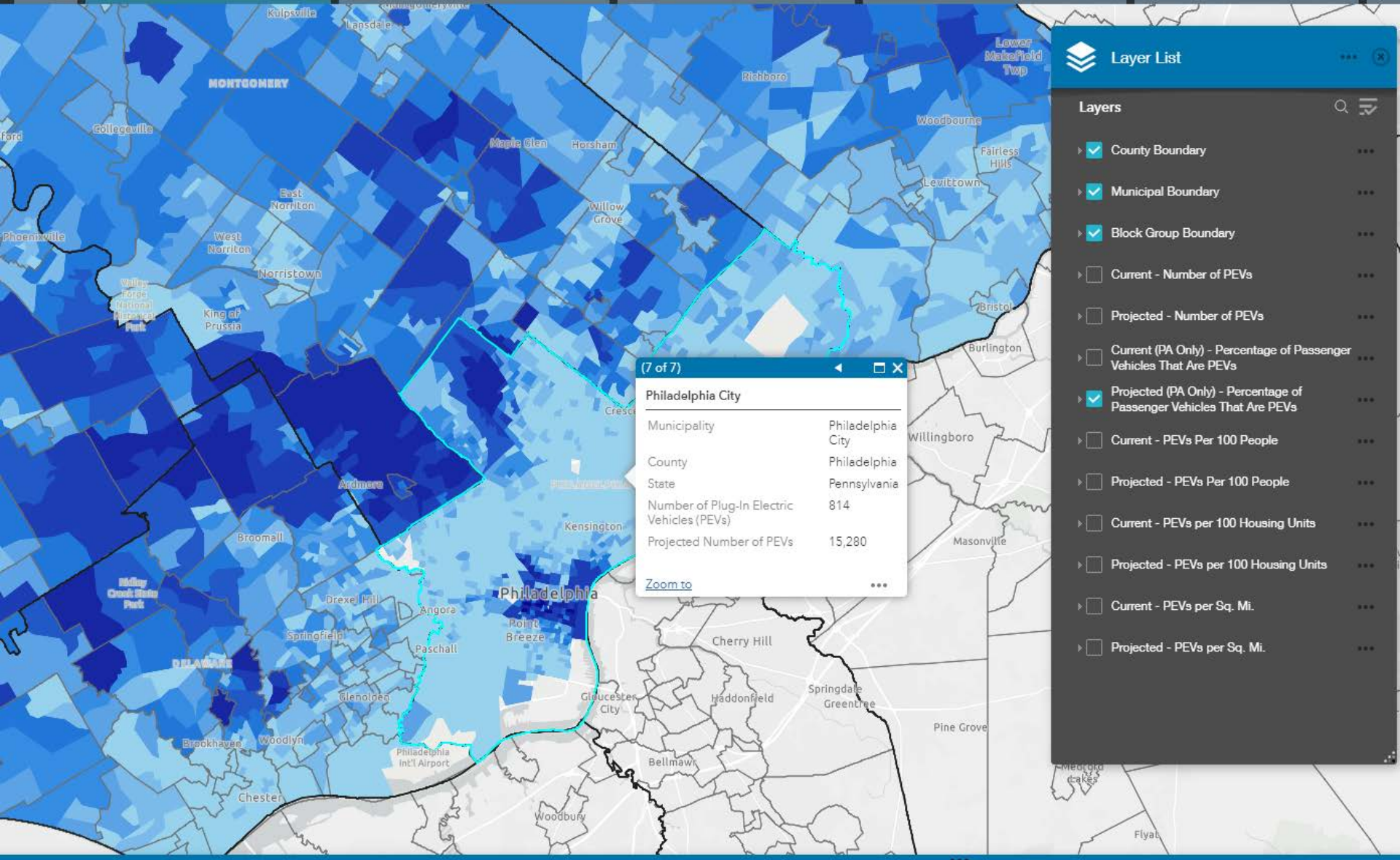

Plug-In Electric Vehicle (PEV) Distribution

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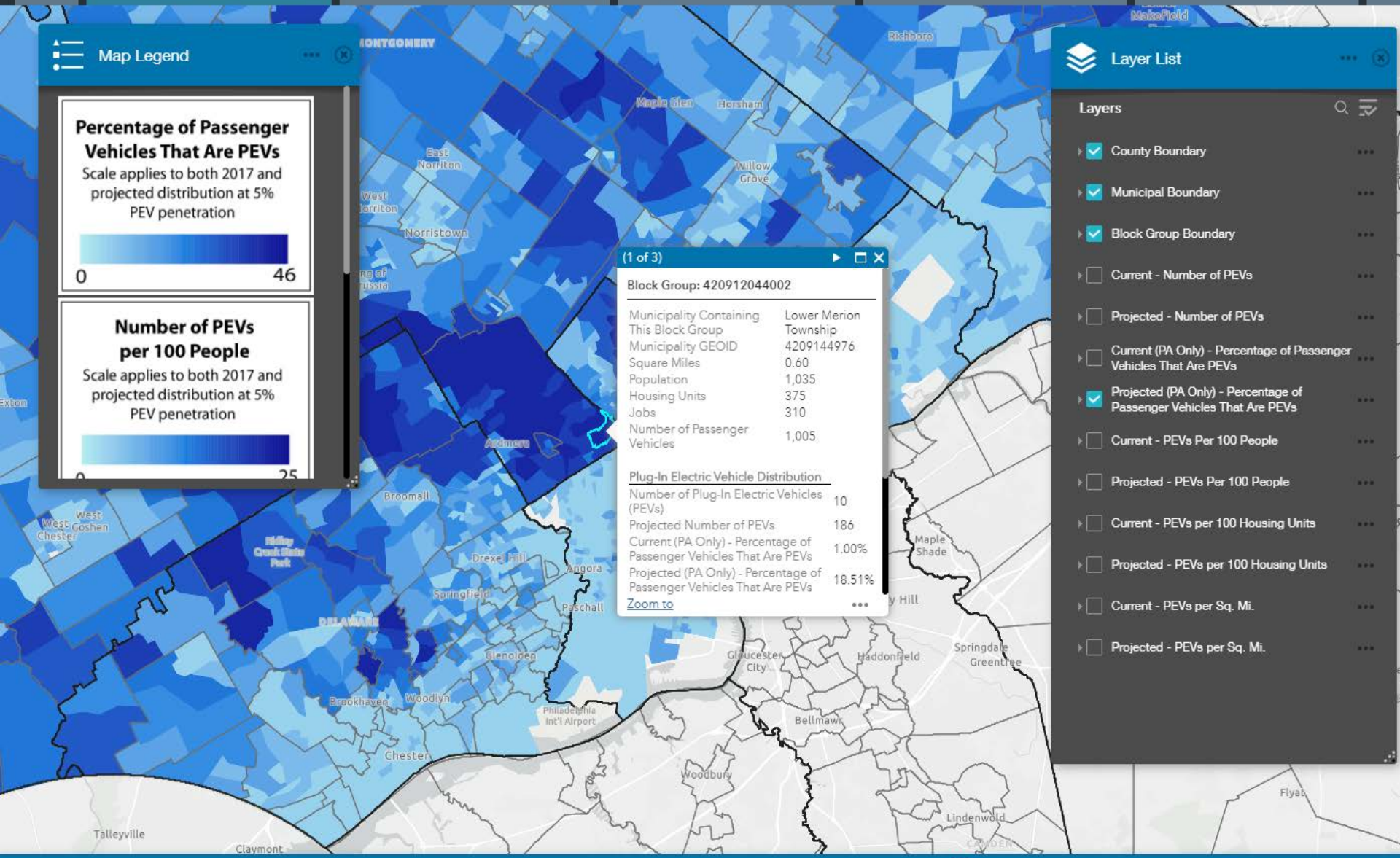

Plug-In Electric Vehicle (PEV) Distribution

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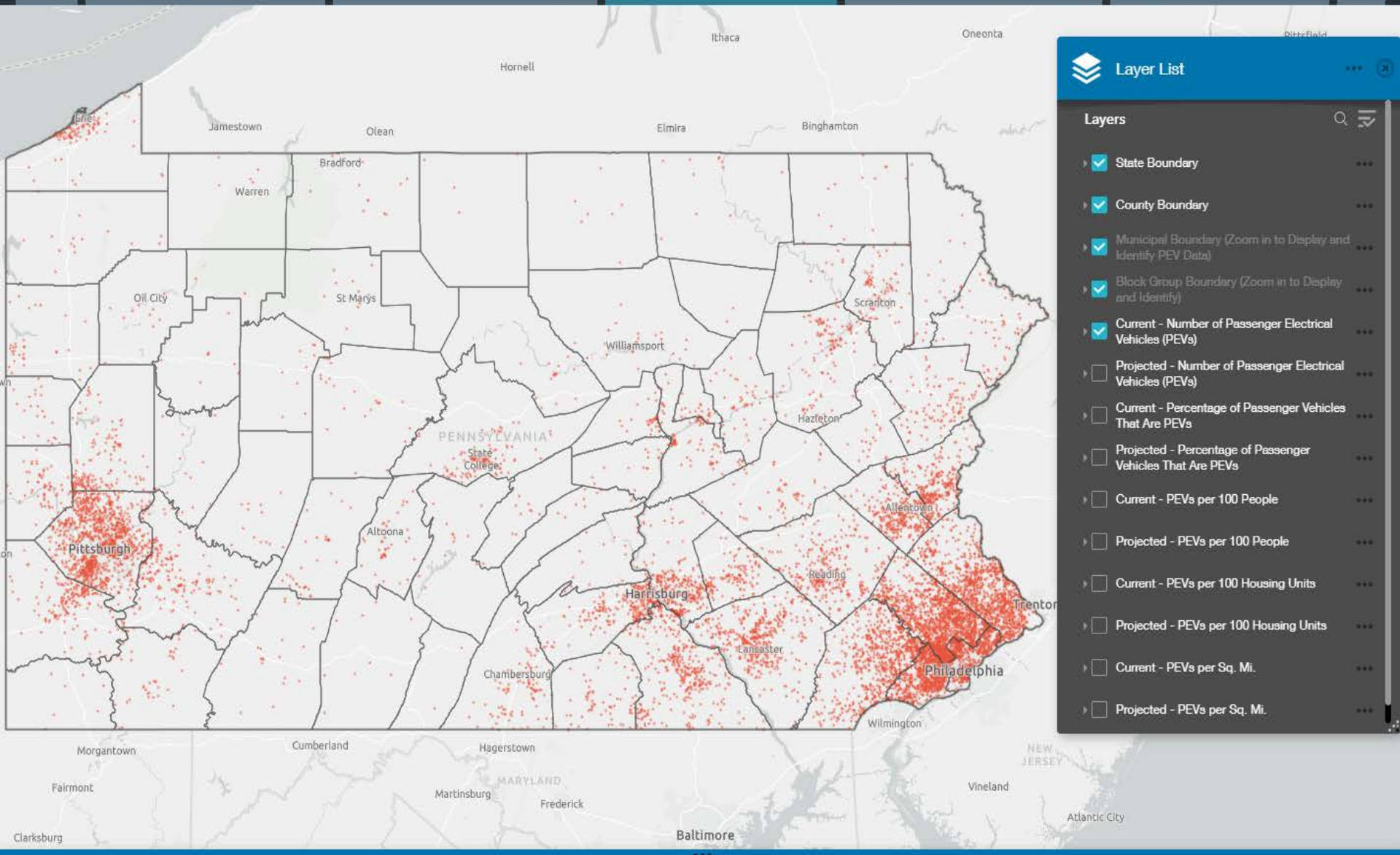

Layer List

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- [x] Block Group Boundary (Zoom in to Display and Identify)
- [x] Current - Number of Passenger Electrical Vehicles (PEVs)
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- [ ] Projected - PEVs per Sq. Mi.

Plug-In Electric Vehicle (PEV) Distribution

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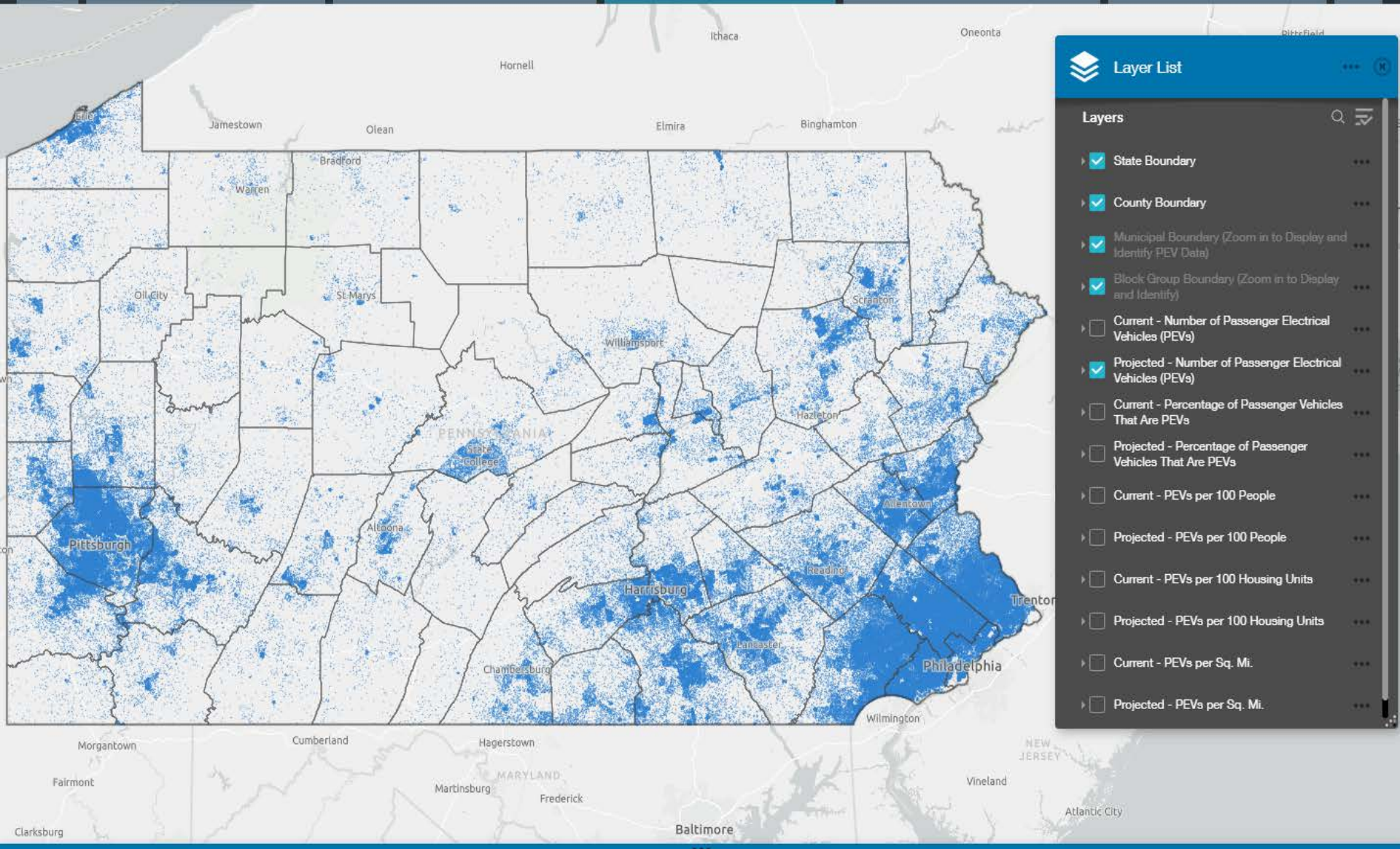

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Plug-In Electric Vehicle (PEV) Distribution

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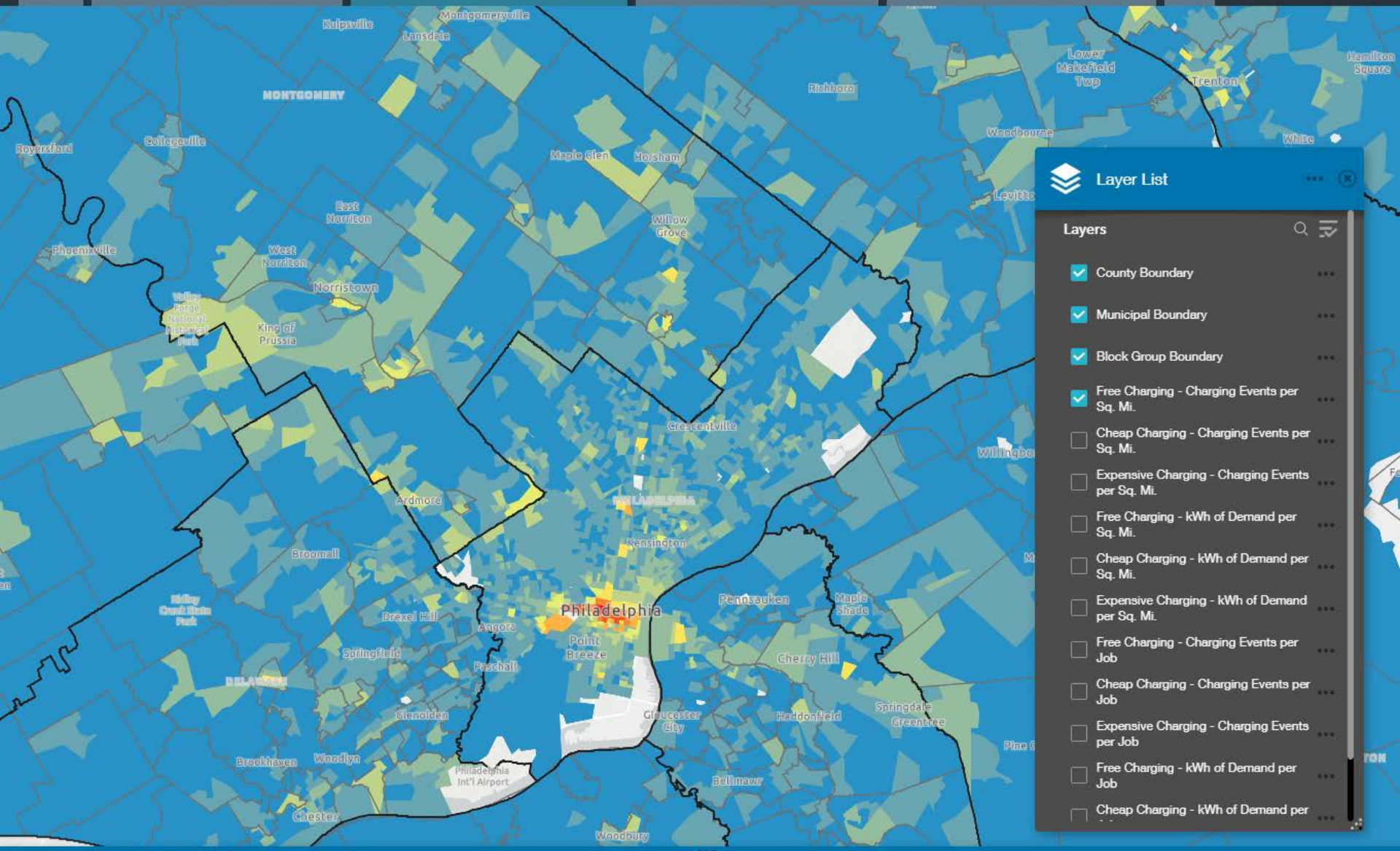

Workplace Charging Demand

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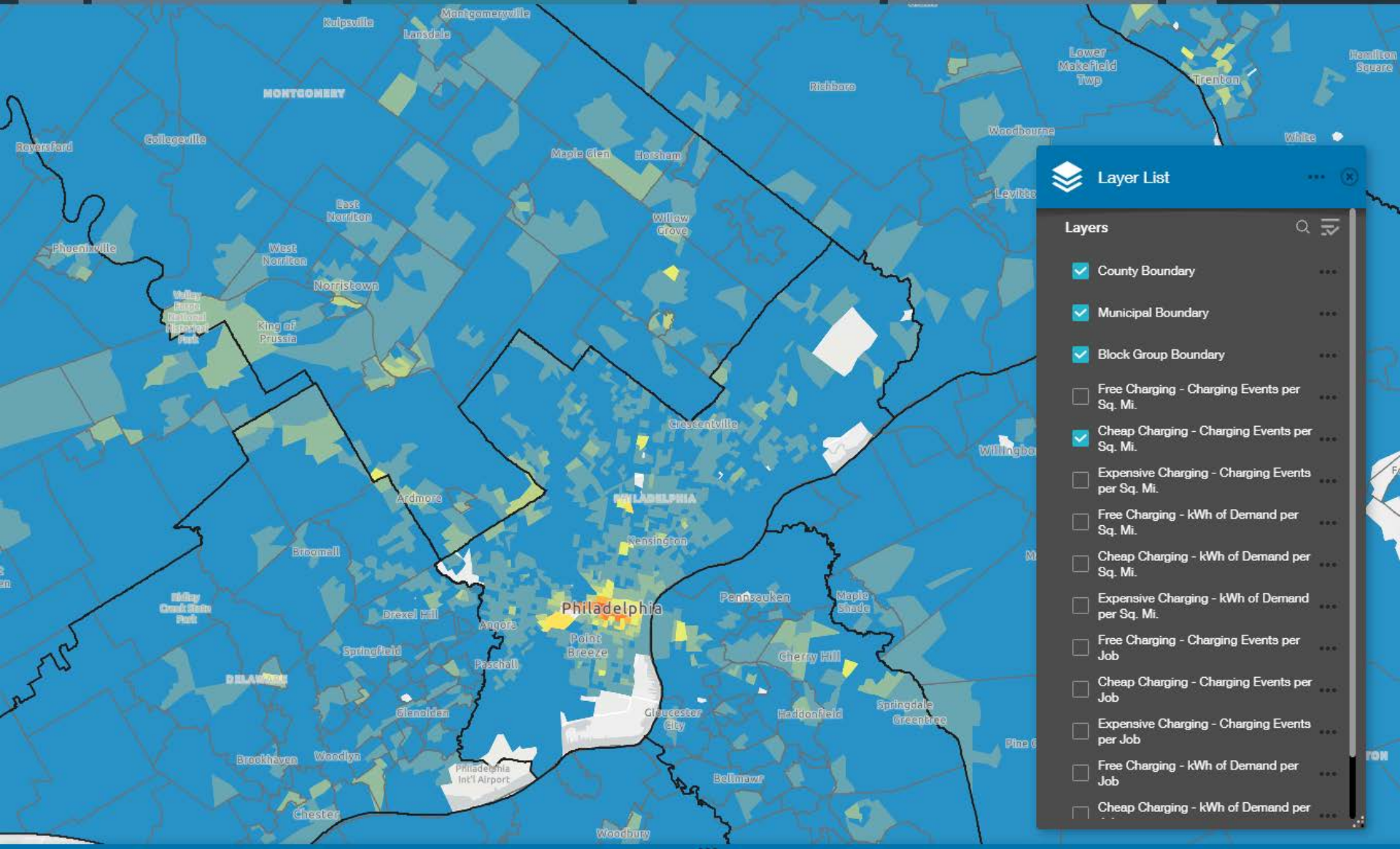

Workplace Charging Demand

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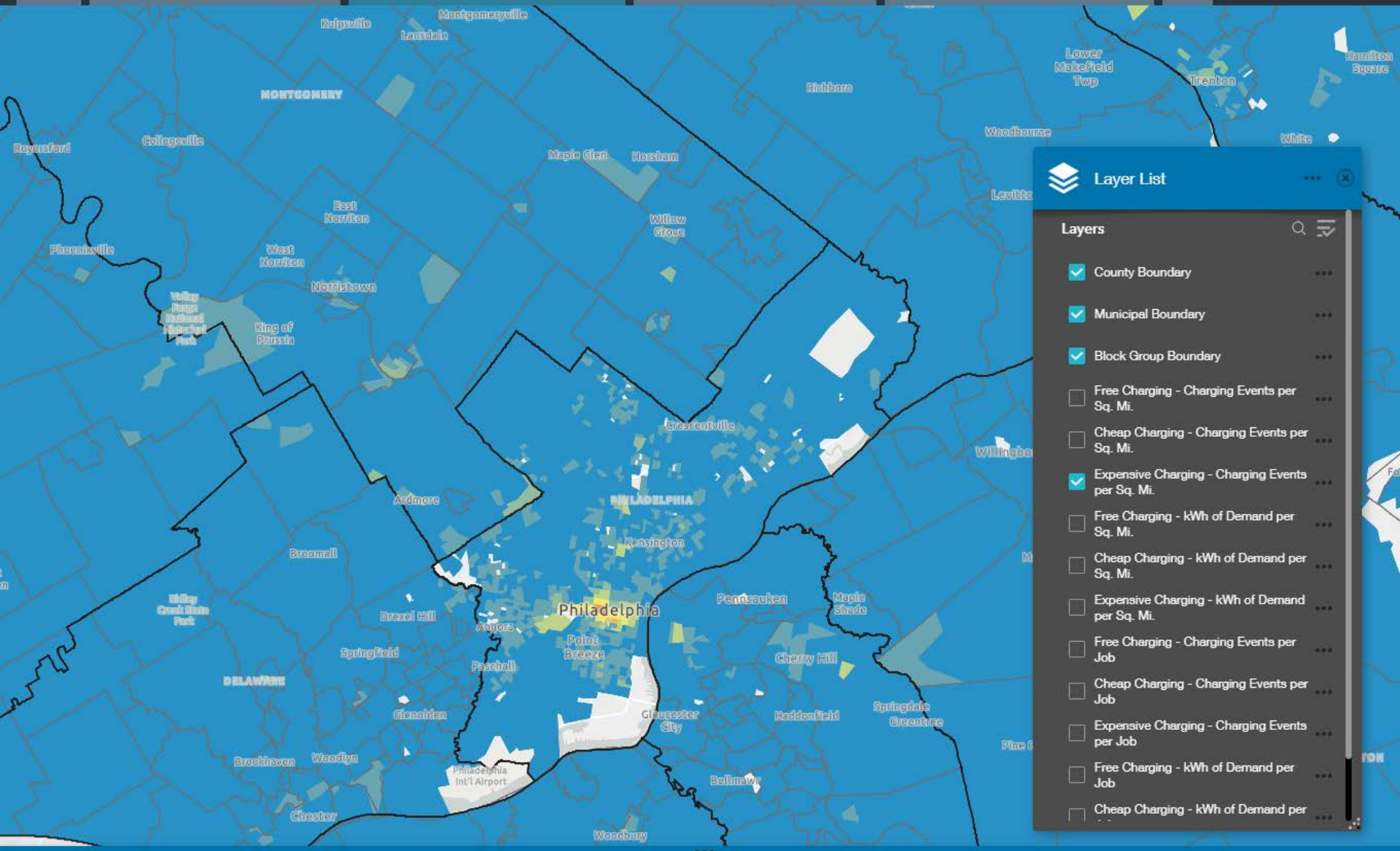

Workplace Charging Demand

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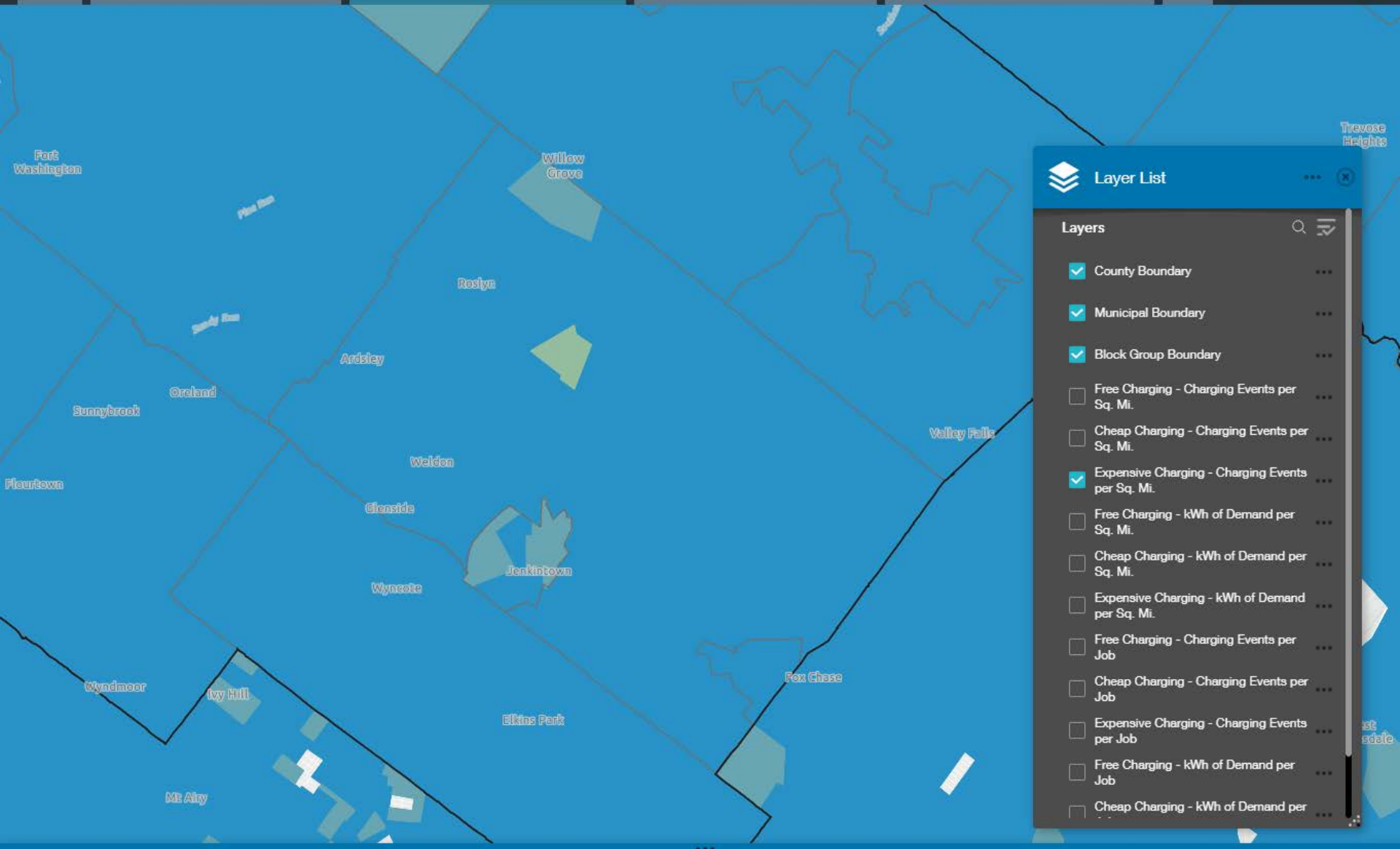

Workplace Charging Demand

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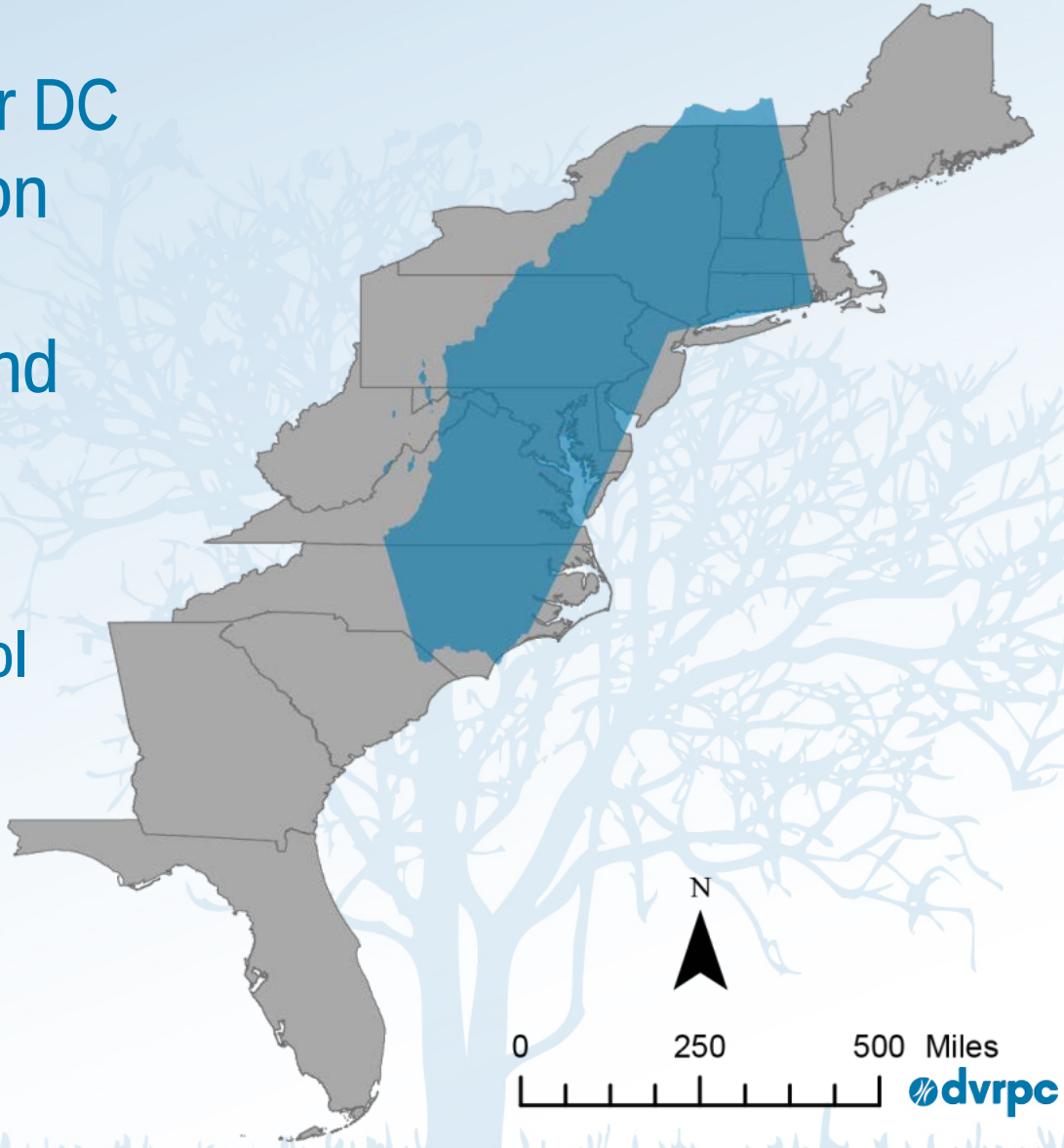
Workplace Charging Demand

Fast Charging Analysis Tool

- Evaluates demand for DC fast charging based on travel patterns and demand at existing and proposed sites
- Data inputs
  - Results of Market Tool
  - Long trip data
- Potential opportunity with INRIX data



Next Steps

- Update data to gauge progress
- Use to support partners and stakeholders
  - State governments
  - Regional planners
  - EDCs
  - Local governments
  - Businesses
  - Developers
  - EV charging companies
- Calibrate Fast Charging Tool for east coast
- Integrate into on-line EV resource kit

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Thank you!

Questions/Comments/Discussion

Rob Graff

rgraff@dvrpc.org

215-238-2826

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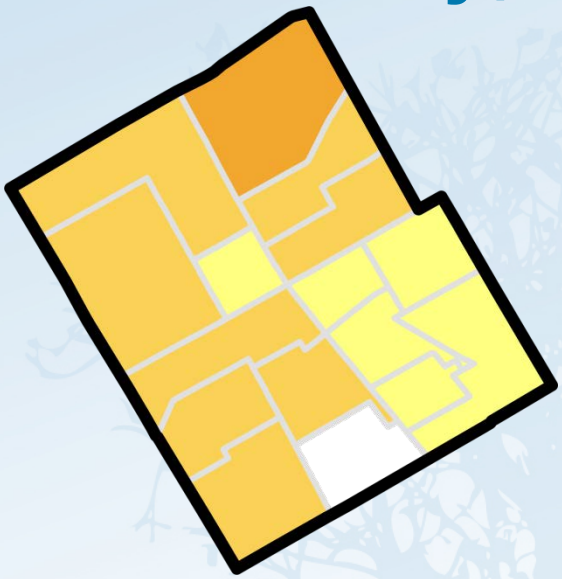
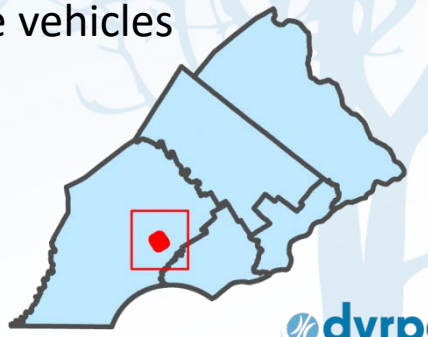
Preliminary/Illustrative Results – Pilot Web Tool with West Chester Borough, Chester County, PA

8 Total PEVs 2017
Dark blue = more vehicles
6, 678 total passenger vehicles



526 PEVs when 341,000 PEVs are registered in Southeastern PA
Darker = more vehicles



Projected Workplace Charging Demand

- 3,147 kWh per day
- 526 events per day

Blue = Less charging
Yellow = More charging

0 1 Miles

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Eastwick Intermodal Center

REGIONAL TECHNICAL COMMITTEE

MARCH 10, 2020

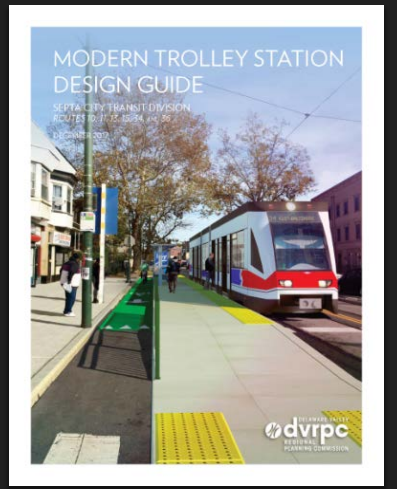
DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Project Background

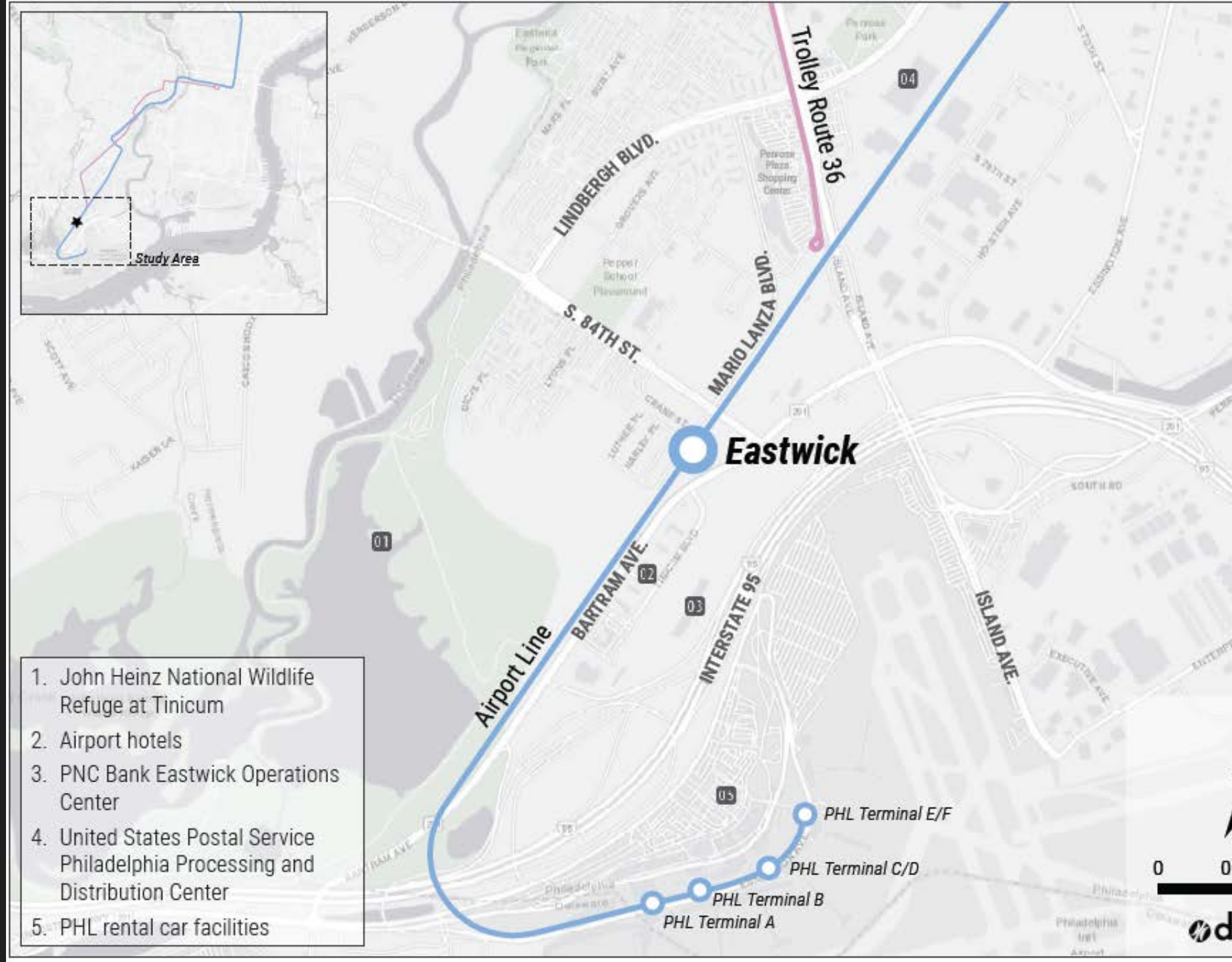
Planning Support for Trolley Modernization (ongoing)

Lower Southwest District Plan (2016)

Lower Eastwick Public Land Strategy (2019)



Where is Eastwick?



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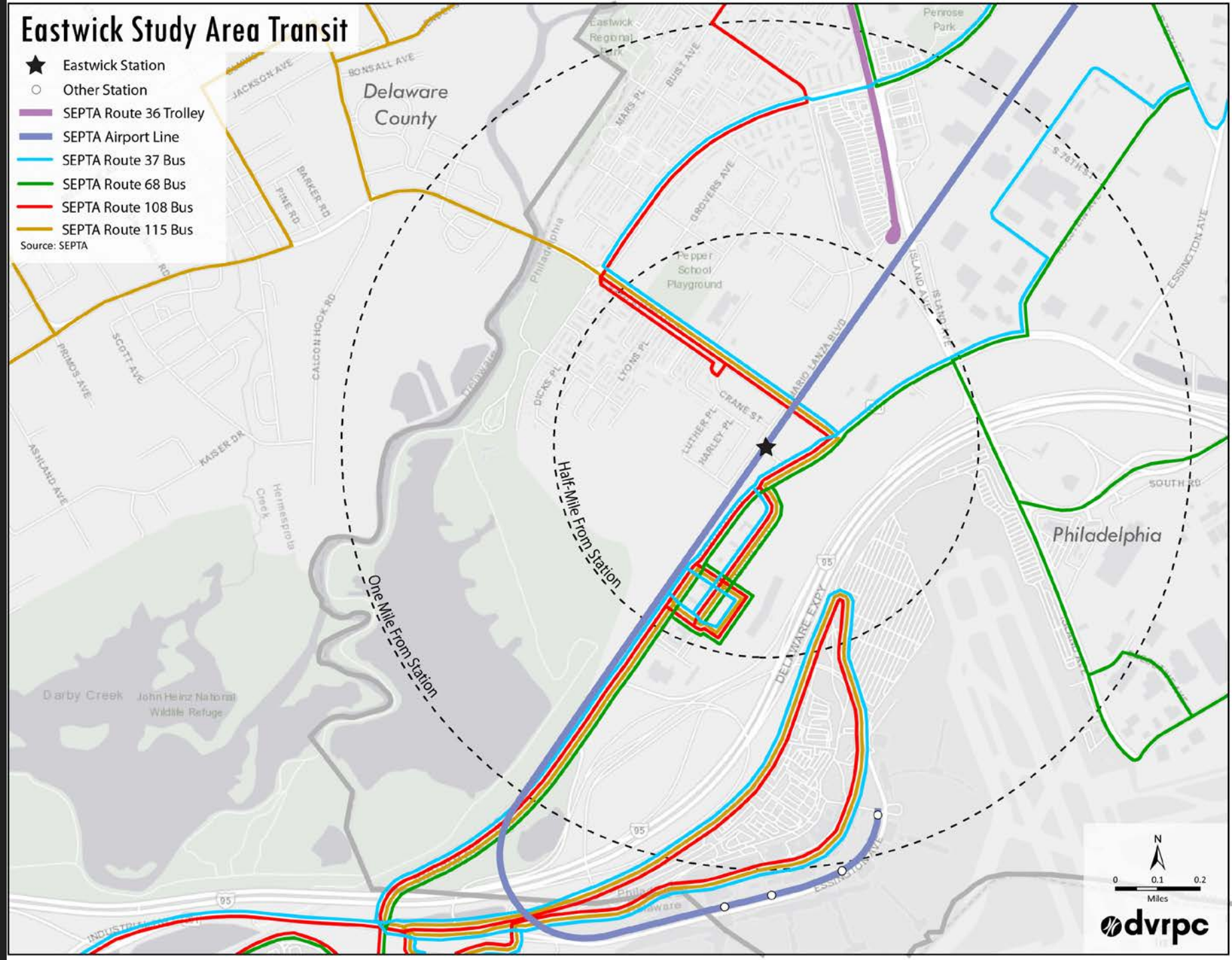
Lots of transit, but it doesn't all work seamlessly.



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Eastwick Station – Airport Line

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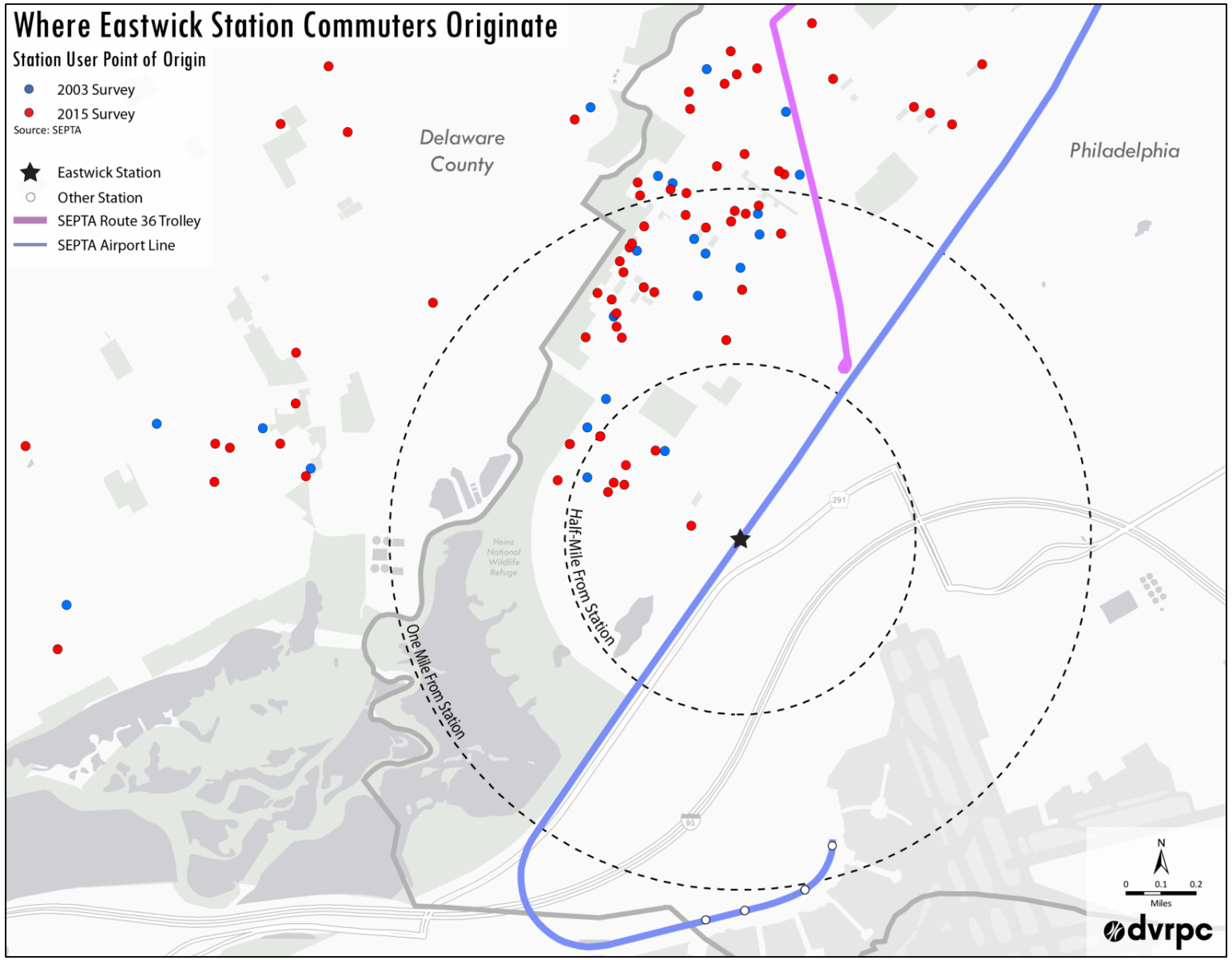
How is Eastwick Station used today?

Eastwick Station: Average Weekday Ridership				
	Inbound to Center City		*Outbound to Airport*	
Year	*Boards*	*Alights*	*Boards*	*Alights*
2011	336	7	5	334
2013	364	10	3	411
2015	395	3	4	403
2017	348	2	6	398



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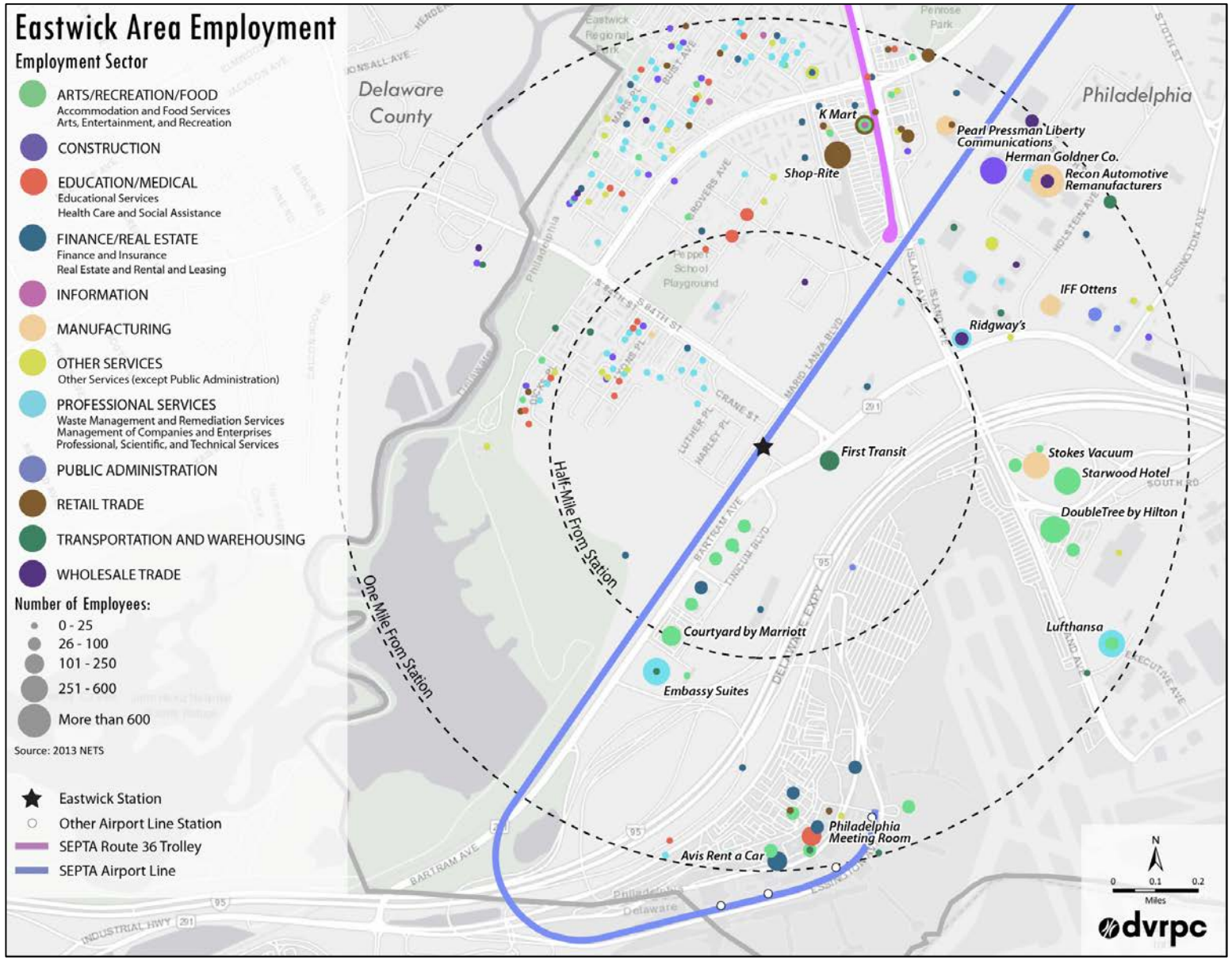
The Eastwick area is an employment destination.



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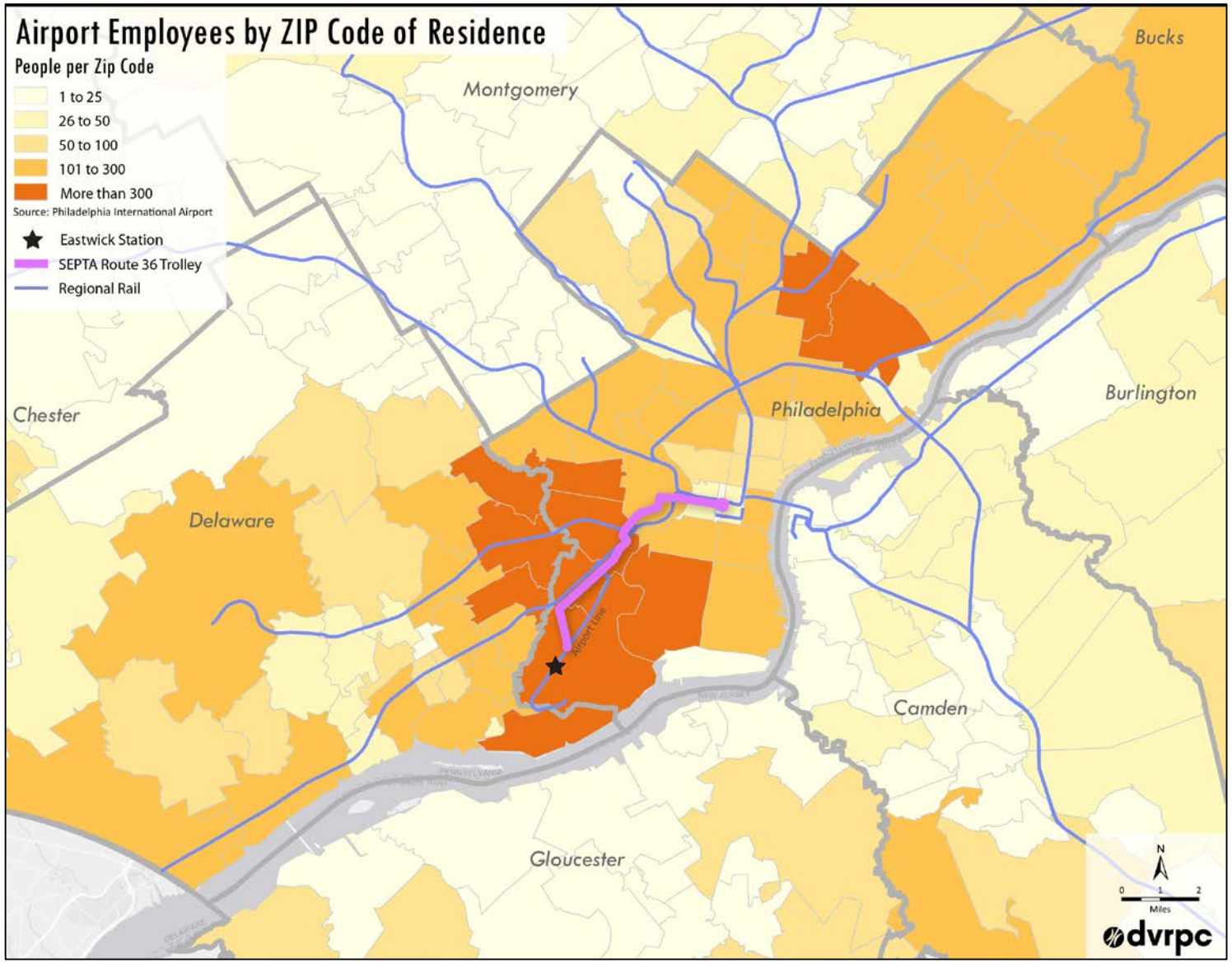
Many airport-area workers live nearby.



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Eastwick Loop – Trolley Route 36

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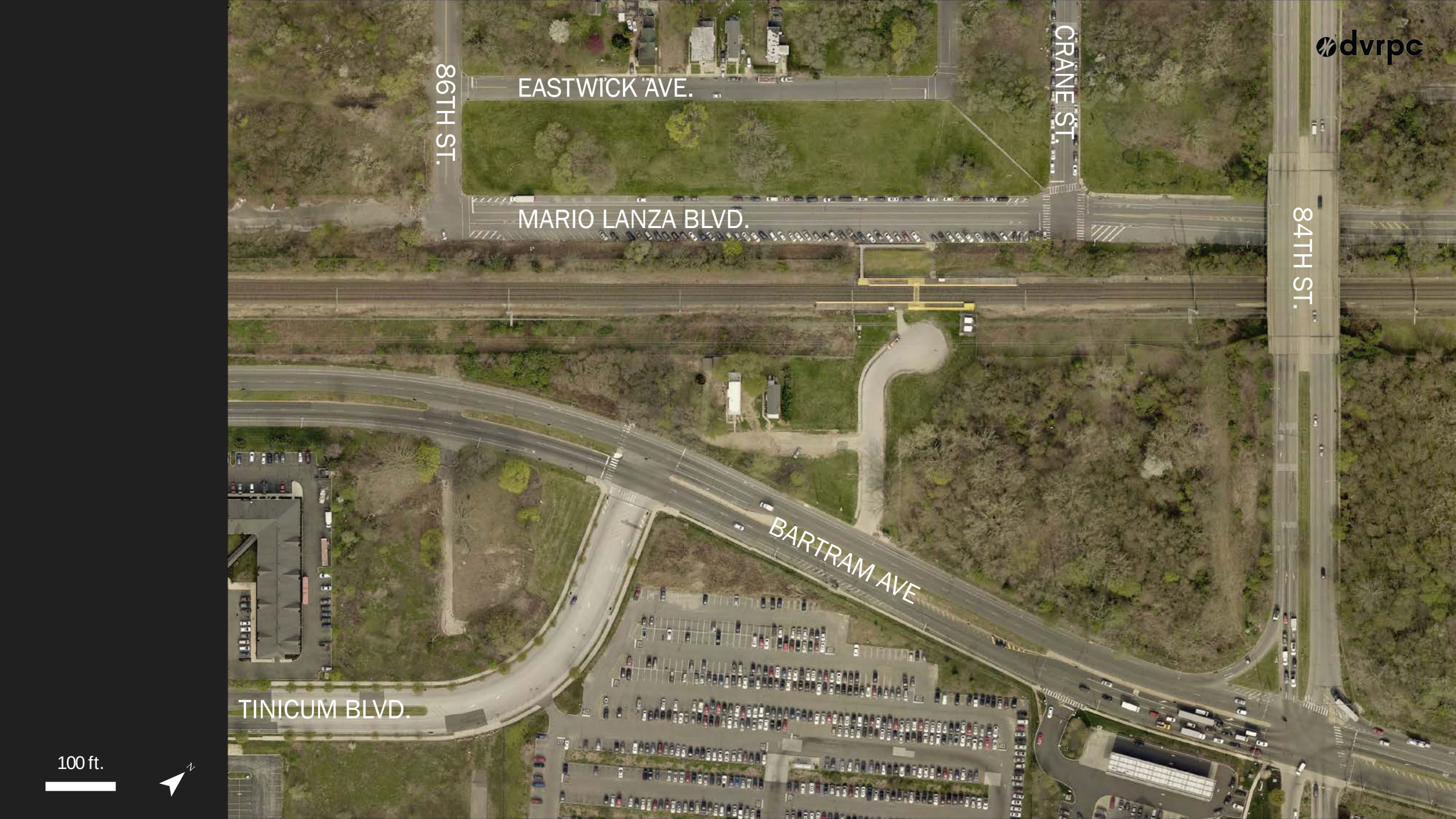
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EASTWICK AVE.
86TH ST.
CRANE ST.
MARIO LANZA BLVD.
84TH ST.
BARTRAM AVE
TINICUM BLVD.
100 ft.

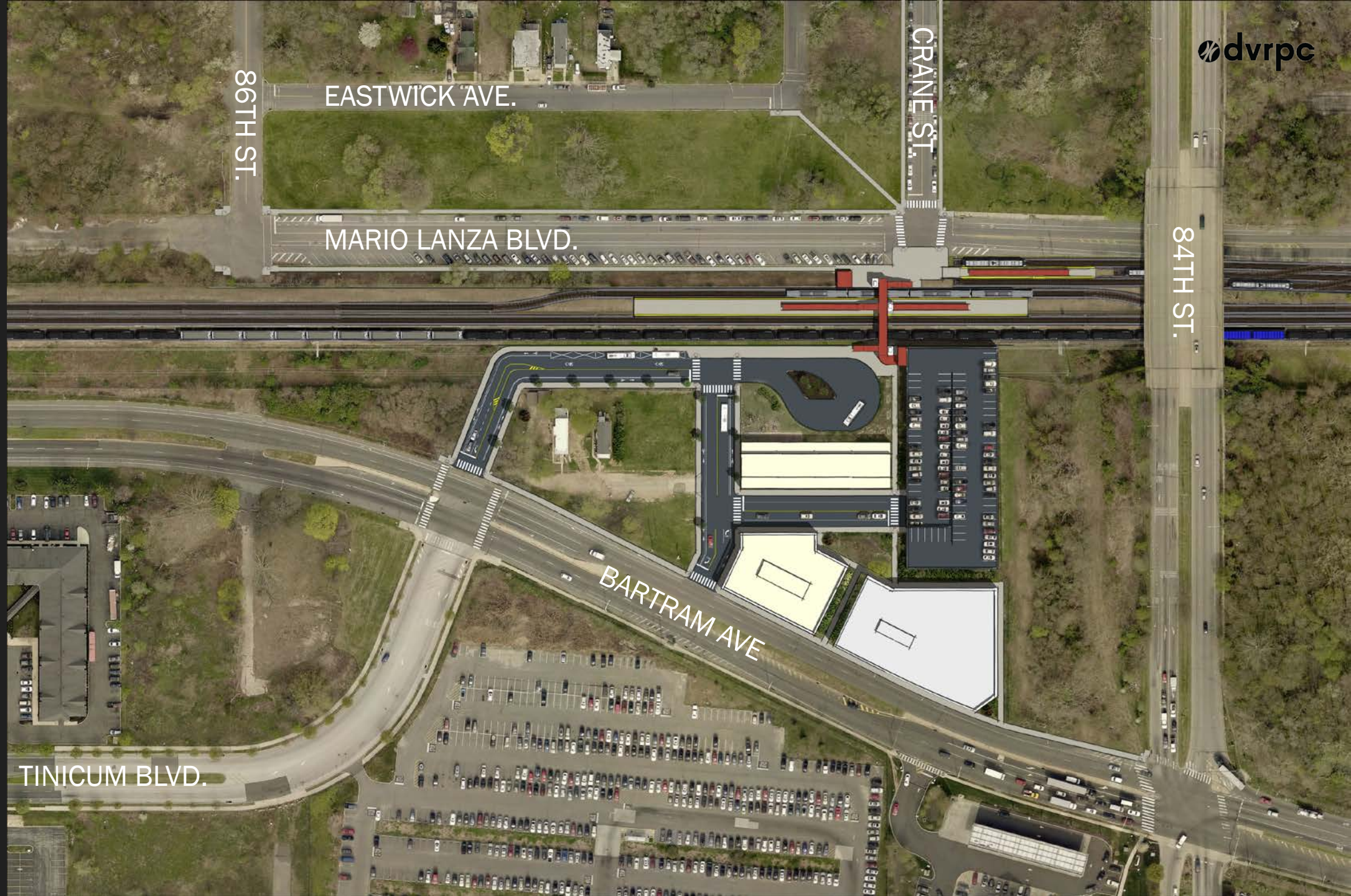
Site Plan

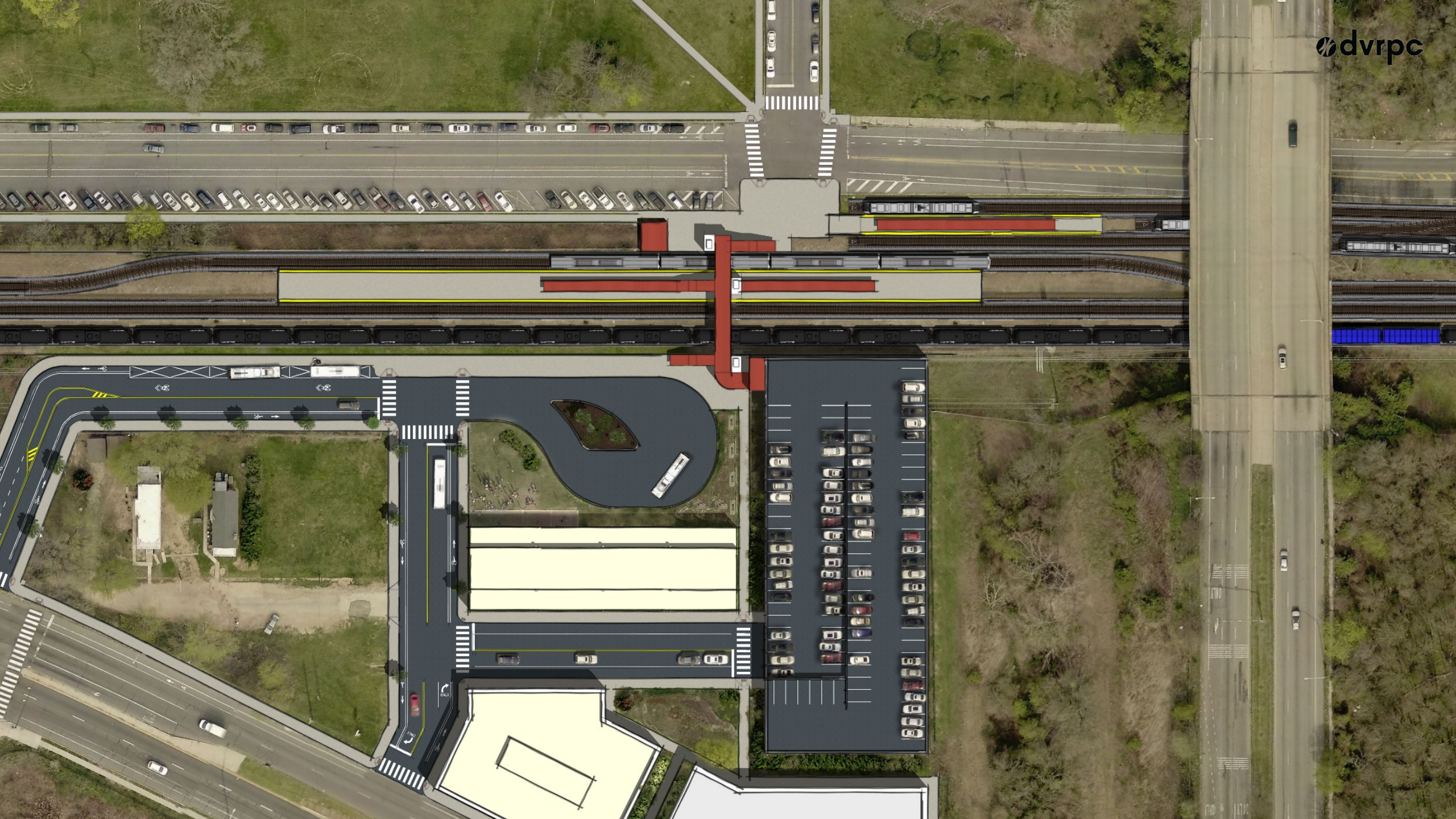
Accessibility

Pedestrian and bicycle enhancements

Freight separation

TOD opportunities

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Upcoming Projects

- TROLLEY MODERNIZATION
- AIRPORT AREA TRANSIT MASTER PLAN
- SEPTA BUS NETWORK REDESIGN

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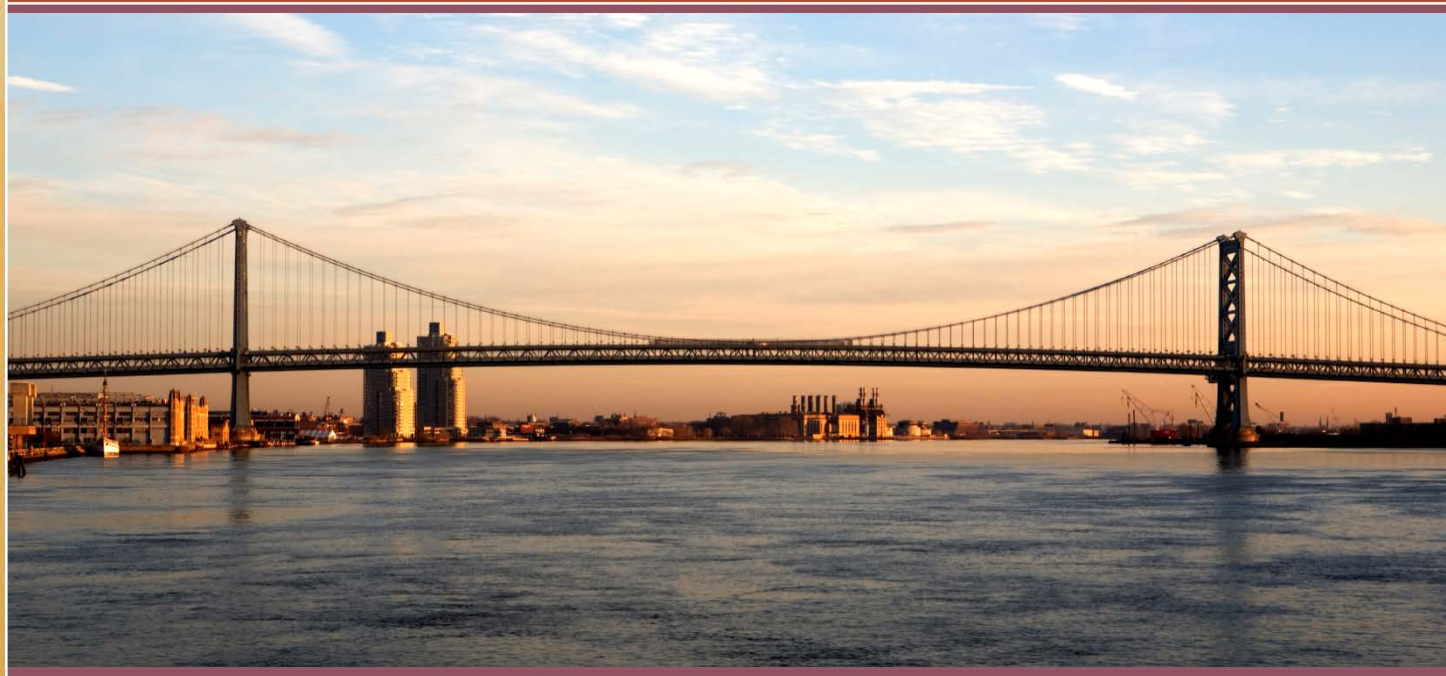
INRIX Truck Trip Data



Matt Gates
Manager, Office of Travel Trends & Forecasts

March 10, 2020
Regional Technical Committee

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INRIX Truck Trip Data

- Four weeks of data
  - January 21-27, 2018
  - April 22-28, 2018
  - July 15-21, 2018
  - October 14-20, 2018
- Over 2 million trips/week
  - Over 700,000 vehicles
- Over 100 million GPS waypoints/week
- $72,900 with I-95 Corridor Coalition Discount
  - Multi-user, perpetual use license
  - Cannot share raw data or individual trip data

INRIX Truck Trip Destinations
January 21-27, 2018

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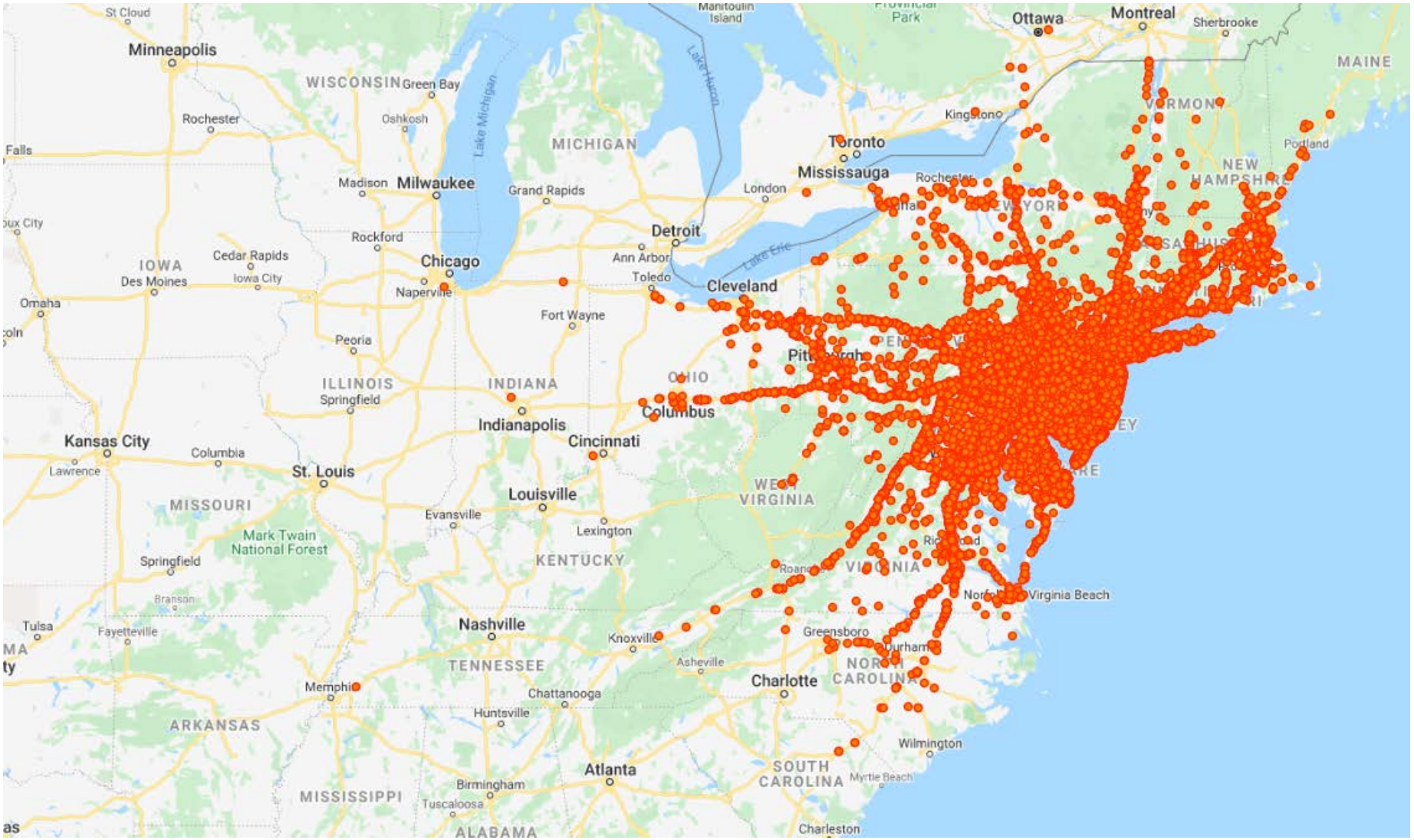
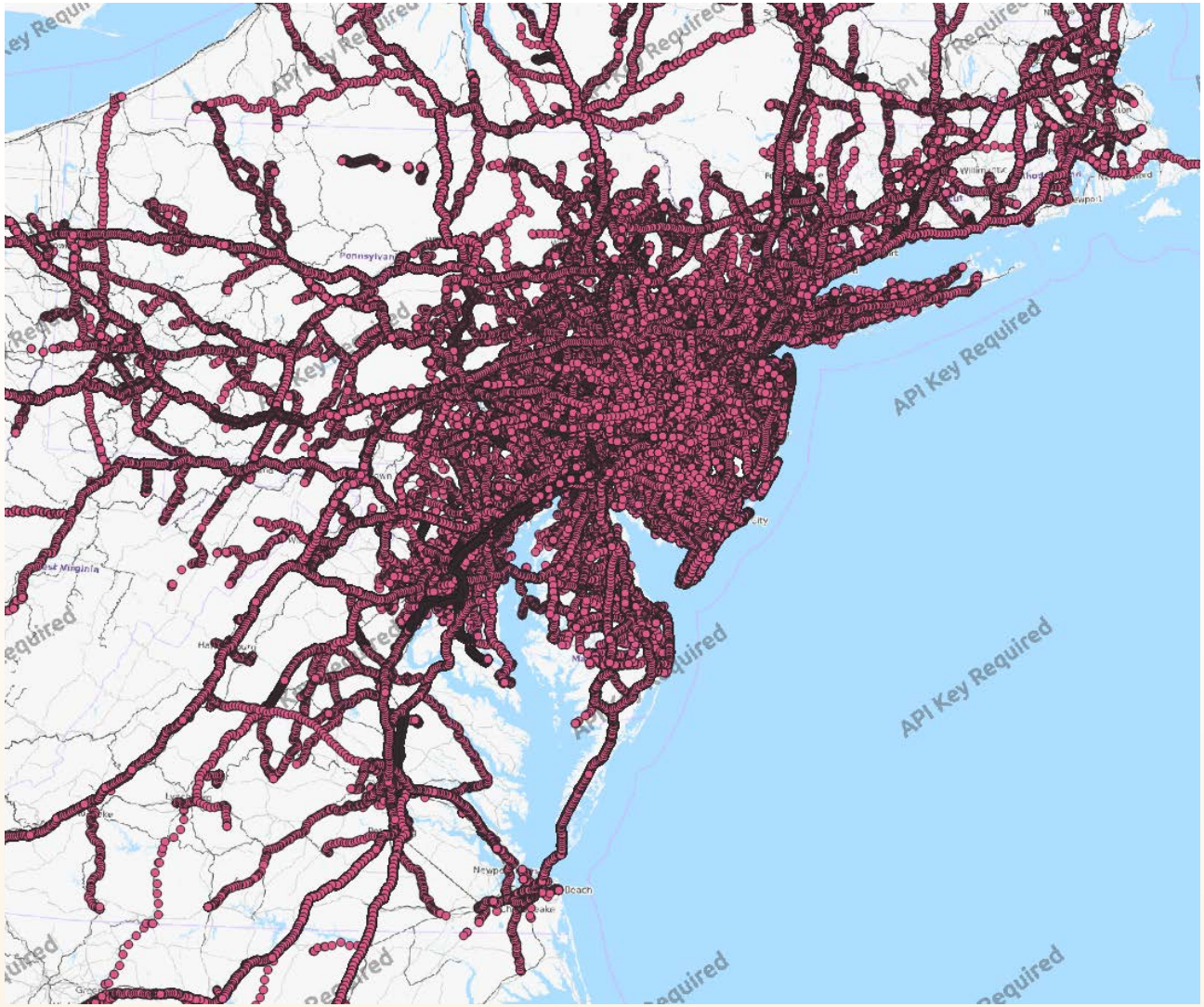


INRIX Truck Trip GPS Waypoint Data



Data Analysis

- Trip end review and cleaning
  - Some trips begin or end on freeway segments
- Expand INRIX sample to represent all trips
  - Light truck sample size <5%
  - Medium trucks sample size ~40%
  - Heavy truck sample size ~15-20%
- Build trip tours
  - Vehicle IDs change every evening
- Import GPS waypoints
  - 20 hours per day of data
- Conflate GPS waypoints to street network
- Build trip paths from waypoints

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Data Analysis

- Freight Model estimation
  - Join stop locations with land use file
  - Determine truck tour rates
  - Determine stops per tour
  - Calculate trip length frequency distributions
  - Build external-external truck trip tables
- Freight Model validation
  - Light/Heavy truck VMT by county
  - Light/Heavy truck screenline crossings
  - Light/Heavy truck volumes for individual facilities

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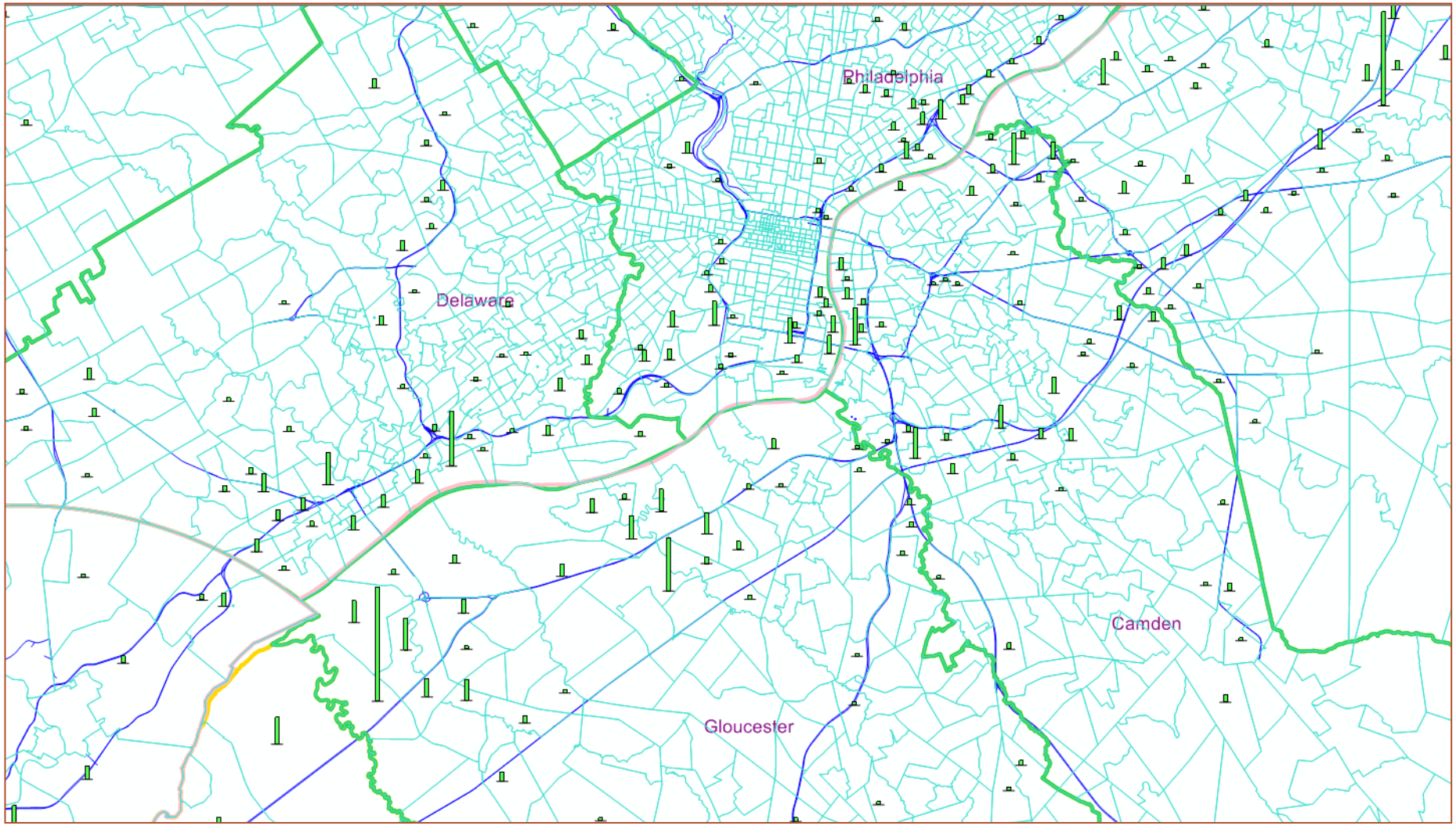
Example Product – Heavy Truck Trips Origin Map

(For Traffic Analysis Zones with 25 or more heavy truck trips per day)



Logan Township Distribution Center

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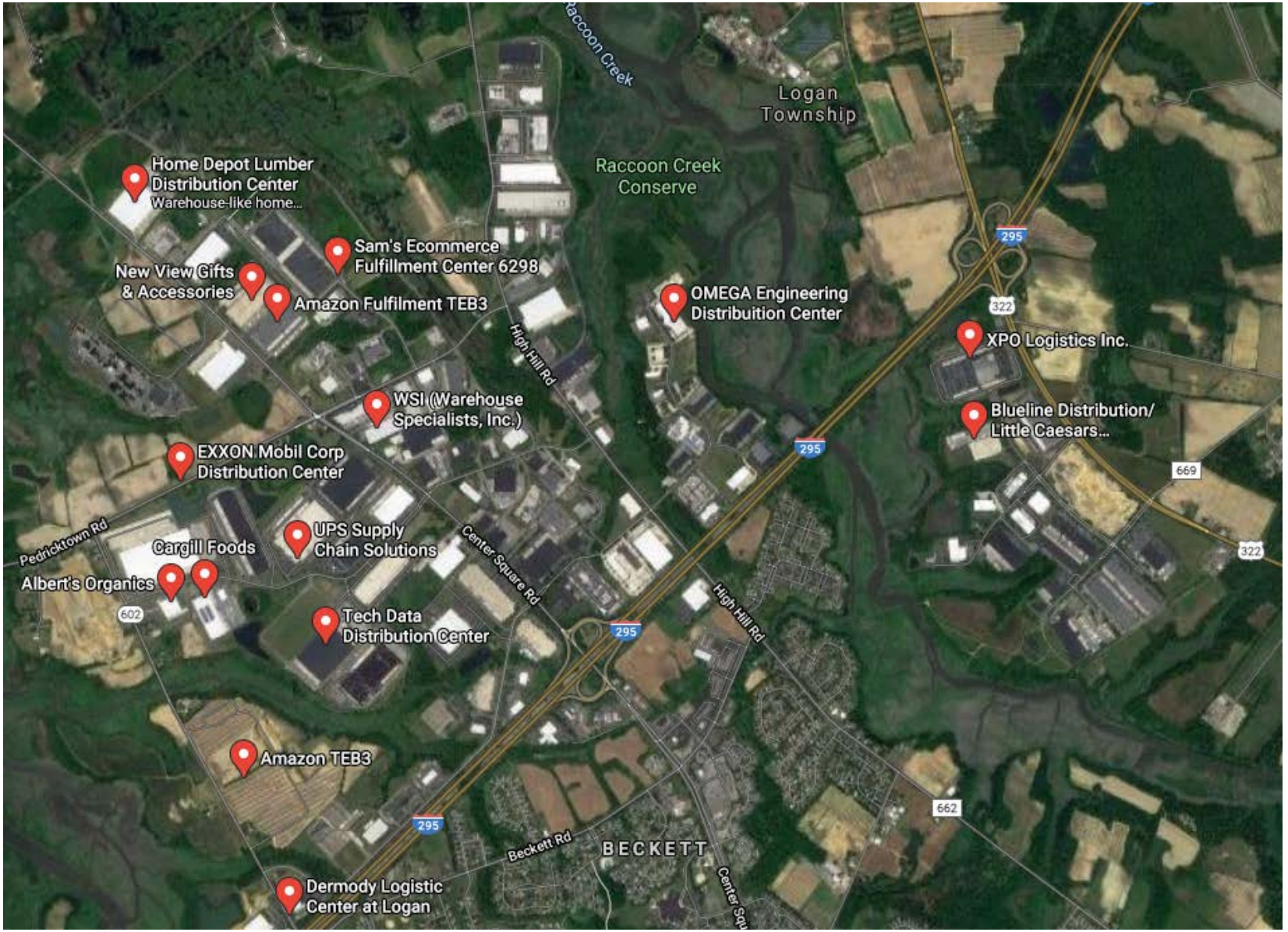
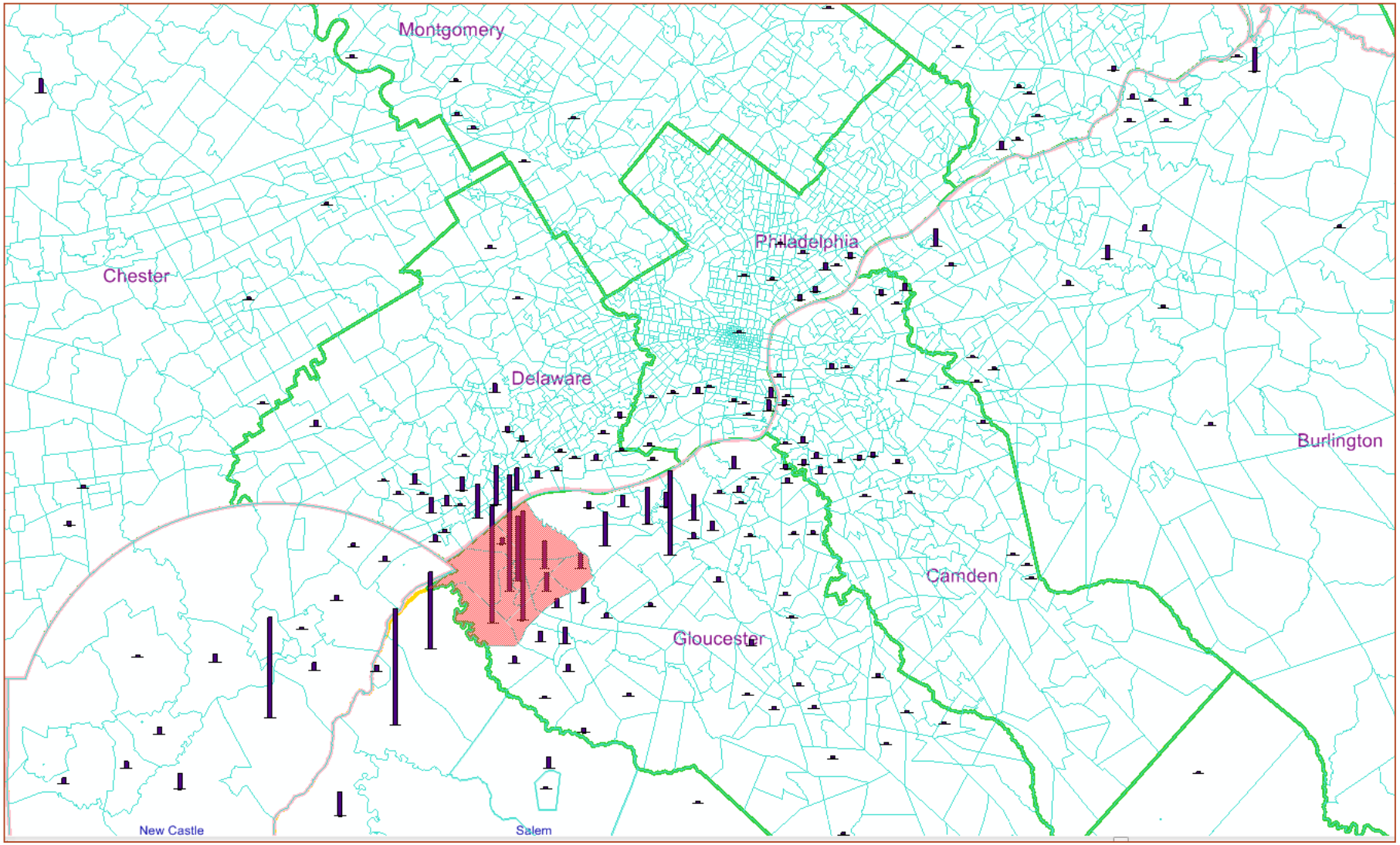


Example Product – Destination of Truck Trips Originating in Logan Twp



Example Product – Select-Link Analysis

Scudder Falls Bridge Eastbound Midday Truck Trip Paths

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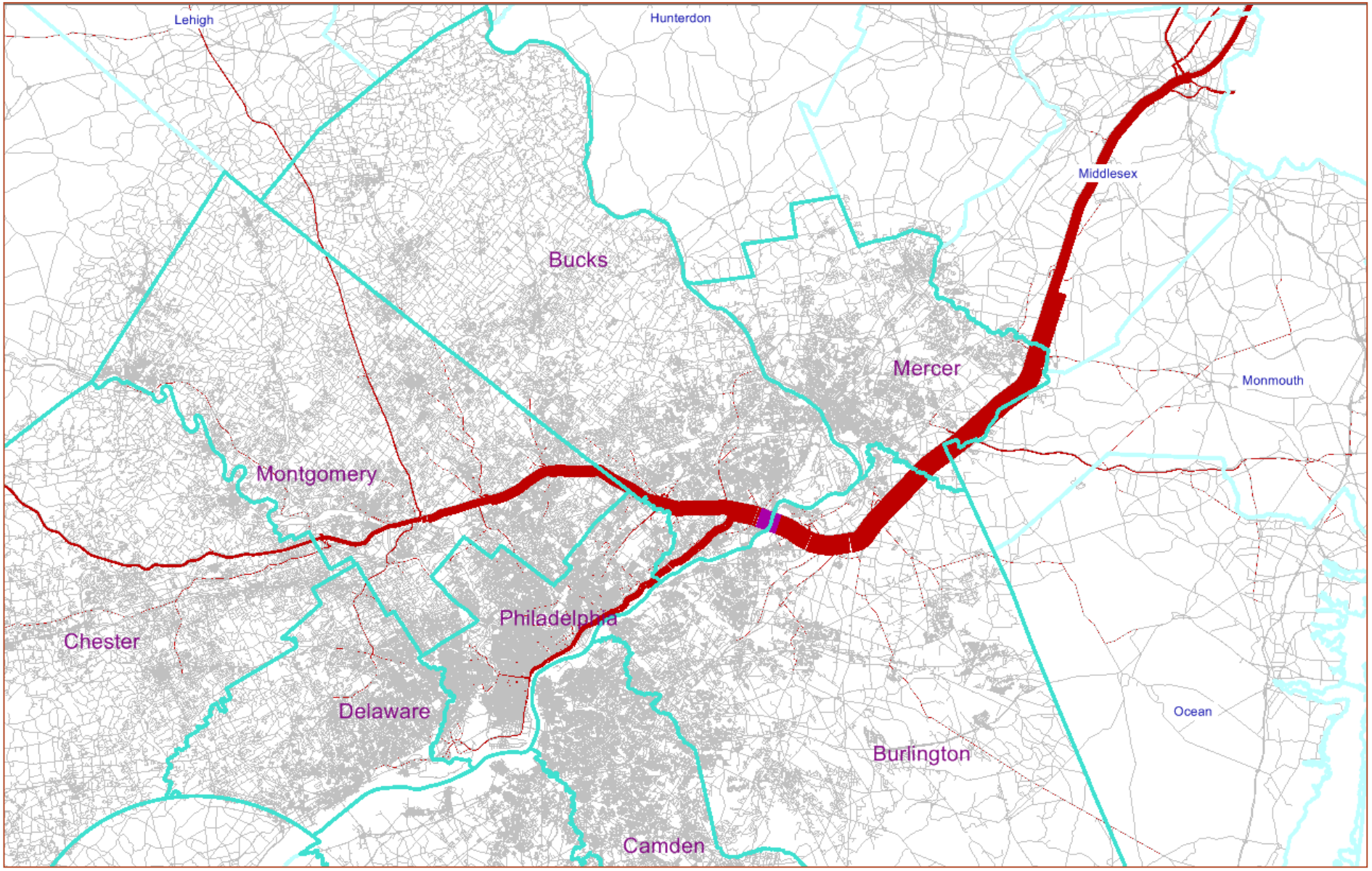

Truck Trip Data Requests

- Montgomery County
  - Church Road, Cheltenham Township
- Montgomery/Bucks counties
  - PA 309 Connector
- Bucks/Mercer counties
  - I-95 Scudder Falls Bridge
- Philadelphia County
  - Levick & Robbins Street corridor
  - Philaport
- Delaware County
  - I-95 Industrial Park Access

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Thank You!

Questions? Comments?

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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Public Participation Task Force (PPTF)

Shoshana Akins
sakins@dvrpc.org

Goals of PPTF

Provides ongoing public access to the regional planning process

Meetings happen every 5-6 weeks and are not dependant on project timelines

Assists the Commission to implement public outreach strategies

Public participation is part art, part science; need to test and improve

Empower residents to get involved in the planning process

Members can engage with the Commission and bring knowledge back to their communities

Member selection process

Targeted Outreach

Underrepresented communities are contacted by DVRPC staff to encourage people to apply

Selection Committee

PPTF applications are reviewed by non-DVRPC staff and members are selected in a committee meeting

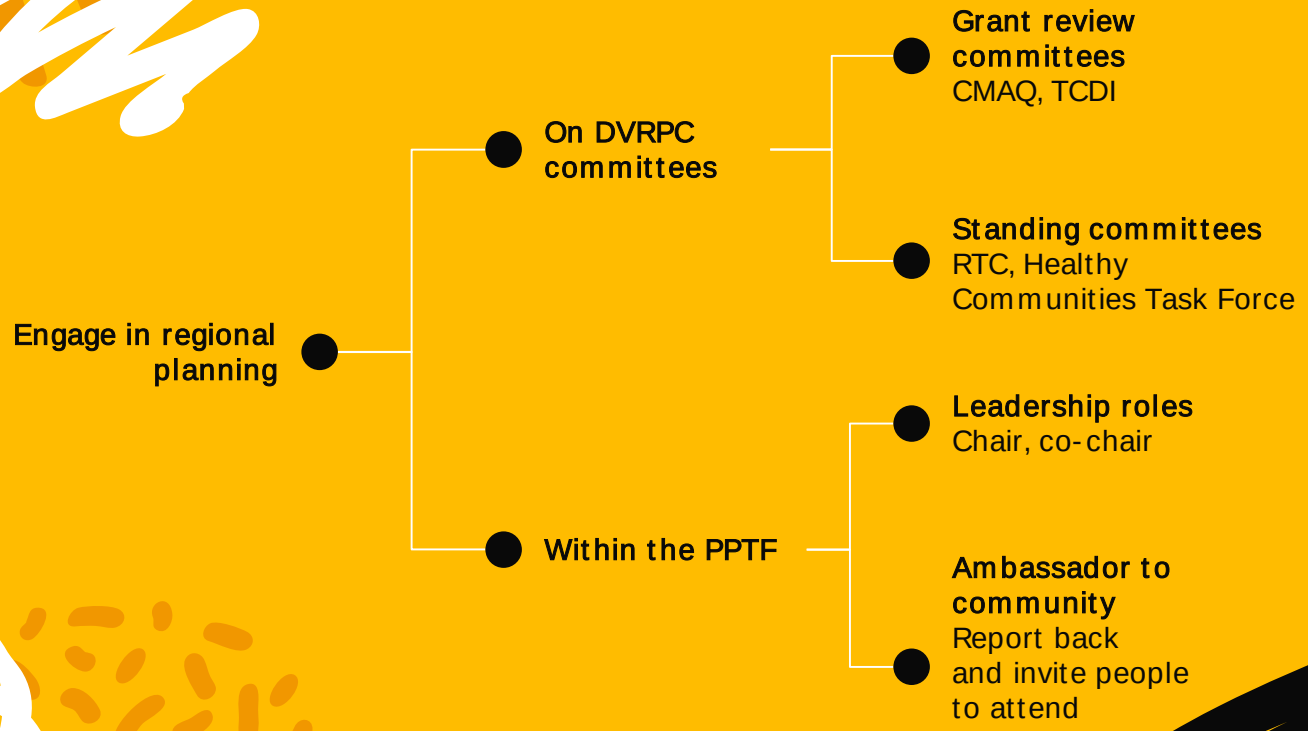
Regional Diversity

Current members and applicants voluntarily report race, ethnicity, age, gender, and disability information.

PPTF curriculum

- 9-10 meetings a year
- Half members-only meetings, half open to all
- Every year host meetings on critical docs: **Long Range Plan**, **Transportation Improvement Program**, and **Work Program** workshop

PPTF roles


Engage in regional planning
On DVRPC committees
Grant review committees
CMAQ, TCDI
Standing committees
RTC, Healthy Communities Task Force
Within the PPTF
Leadership roles
Chair, co-chair
Ambassador to community
Report back and invite people to attend

PPTF meetings

LRP

Non-planning experts

Work Program

So come on in, the water is fine!
Meetings are on DVRPC calendar + we're always looking for regional experts

Thanks!

Shoshana Akins

sakins@dvrpc.org

PennDOT District 6-0 Street Typology and Speed Management Decision-Making Framework

DVRPC Office of Safe Streets

Regional Technical Committee

March 10, 2020

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Stakeholders

- PennDOT District 6-0
- City of Philadelphia
  - Department of Streets
  - Office of Transportation, Infrastructure, and Sustainability (OTIS)
- PennDOT Bureau of Maintenance and Operations

  (Kittelson & Associates, Inc.)
  - *DM 2 Update*

Goal

Create a data-driven approach for determining where speed management treatments are most appropriate on arterials in Philadelphia

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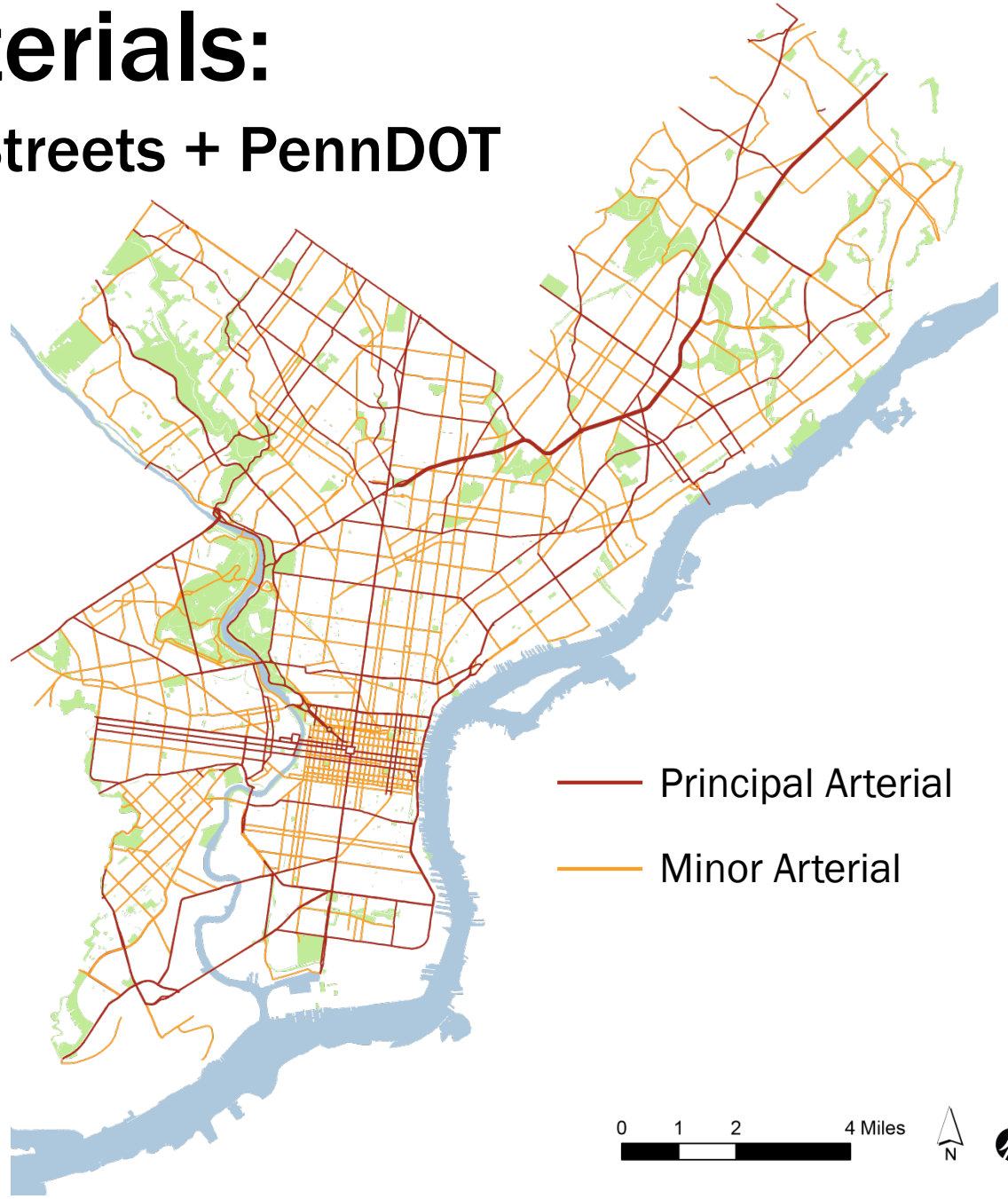
Study Arterials:

Philadelphia Streets + PennDOT



Comparison: Principal Arterials

Henry Ave

- **Width:** 73 ft
- **No. of lanes:** 4
- **Speed limit:** 35
- **AADT:** 11,500
- **Land Use:** Park/Residential
- **Context:** Suburban
- **Jurisdiction:** State

Torresdale Ave

- **Width:** 46 ft
- **No. of lanes:** 2
- **Speed limit:** 30
- **AADT:** 14,500
- **Land Use:** Residential-Commercial
- **Context:** Urban
- **Jurisdiction:** State

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Key Questions

1. What speed management strategies are possible **within the cartway** of the arterial? (ROAD)
2. What **land uses** front the street and how do they dictate which speed management strategies are appropriate? (LAND)
3. Citywide, how does the arterial fit into the **overall transportation network**? (CONTEXT)

    - Is the priority for *land access* or *vehicle mobility*?

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1. Roadway Characteristics

- Width
- Number of lanes
- AADT
- Speed limit

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2. Land Use

- Residential
- Commercial
- Industrial
- Park
- Mixed land use
  - Residential-Commercial
  - Residential-Industrial
  - Commercial-Industrial

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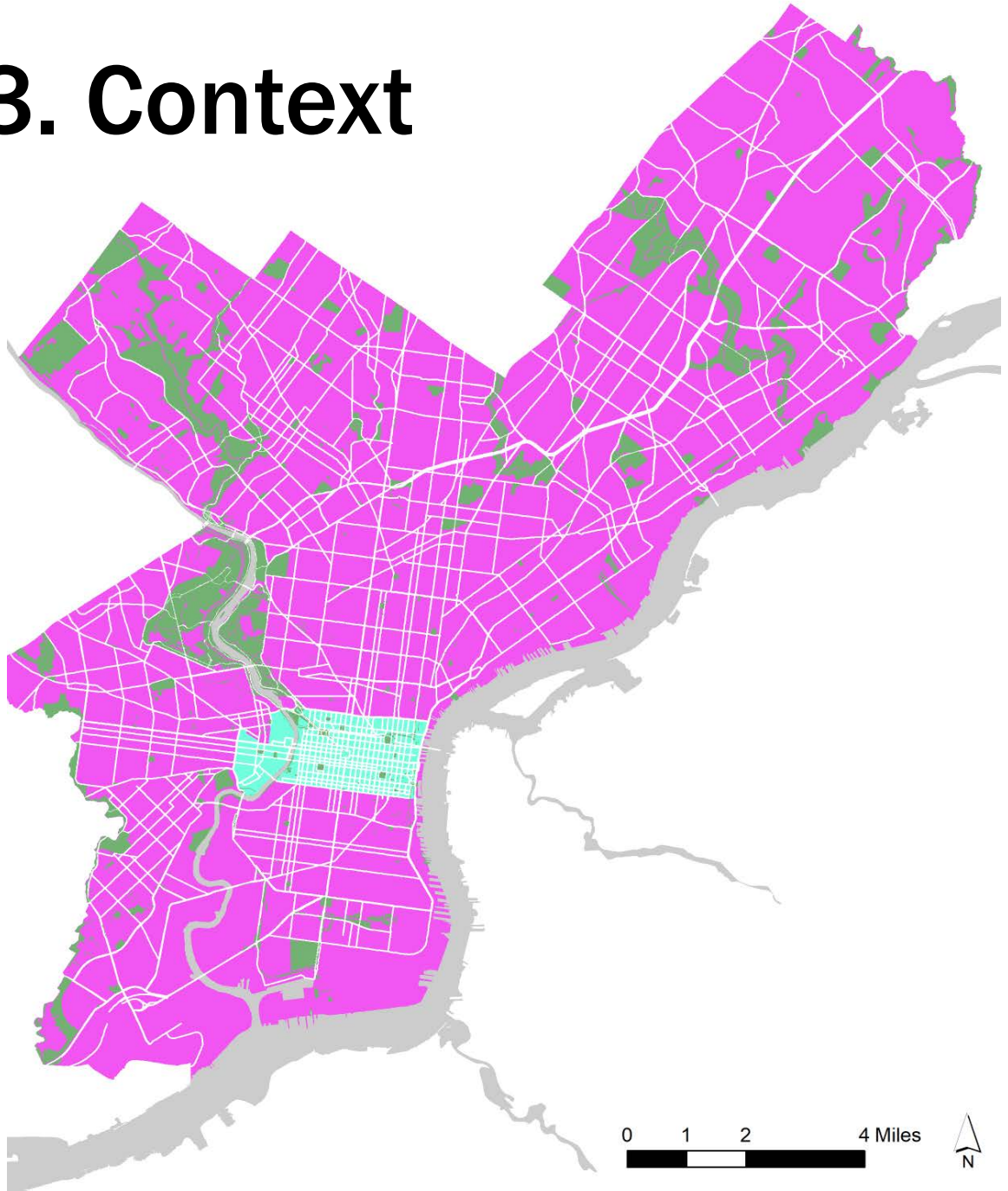
3. Context

- Urban
- Urban Core



TYPOLOGY ASSIGNMENT

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Typology Development

1. Roadway Characteristics
   - Volume
   - Width and number of lanes
   - Intersection density/signalization
   - Speed limits
   - One-way vs. two-way
2. Land Use
3. Context

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1. Roadway Characteristics

- Key indicators:
  - **Narrow**: less than 35 ft and any number of lanes OR less than 50 ft and less than 3 lanes
  - **Wide**: greater than 50 ft and any number of lanes OR greater than 35 ft and 3 or more lanes
  - **High Volume** ("Connector"): greater than 11,500 AADT

2. Land Use

- **Residential/Commercial** ("Neighborhood" uses)
  - Residential
  - Commercial
  - Residential-Commercial
  - Residential-Industrial
- **Others** ("Connector" uses)
  - Industrial
  - Commercial-Industrial
  - Park

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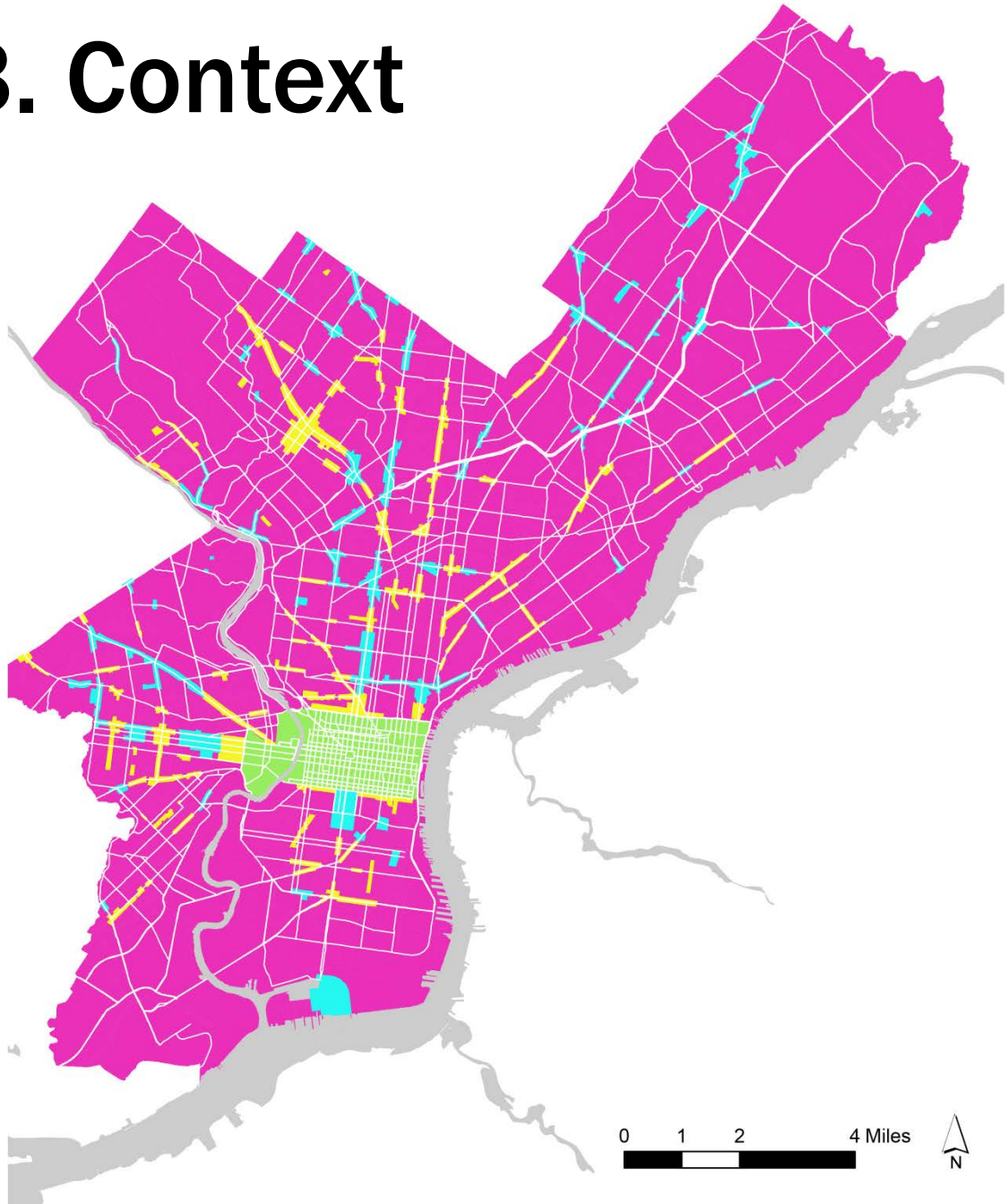
3. Context

- Urban
- Urban Core
  - Center City (green)
  - Commercial Corridors (blue & yellow)
  - Schools (not shown)



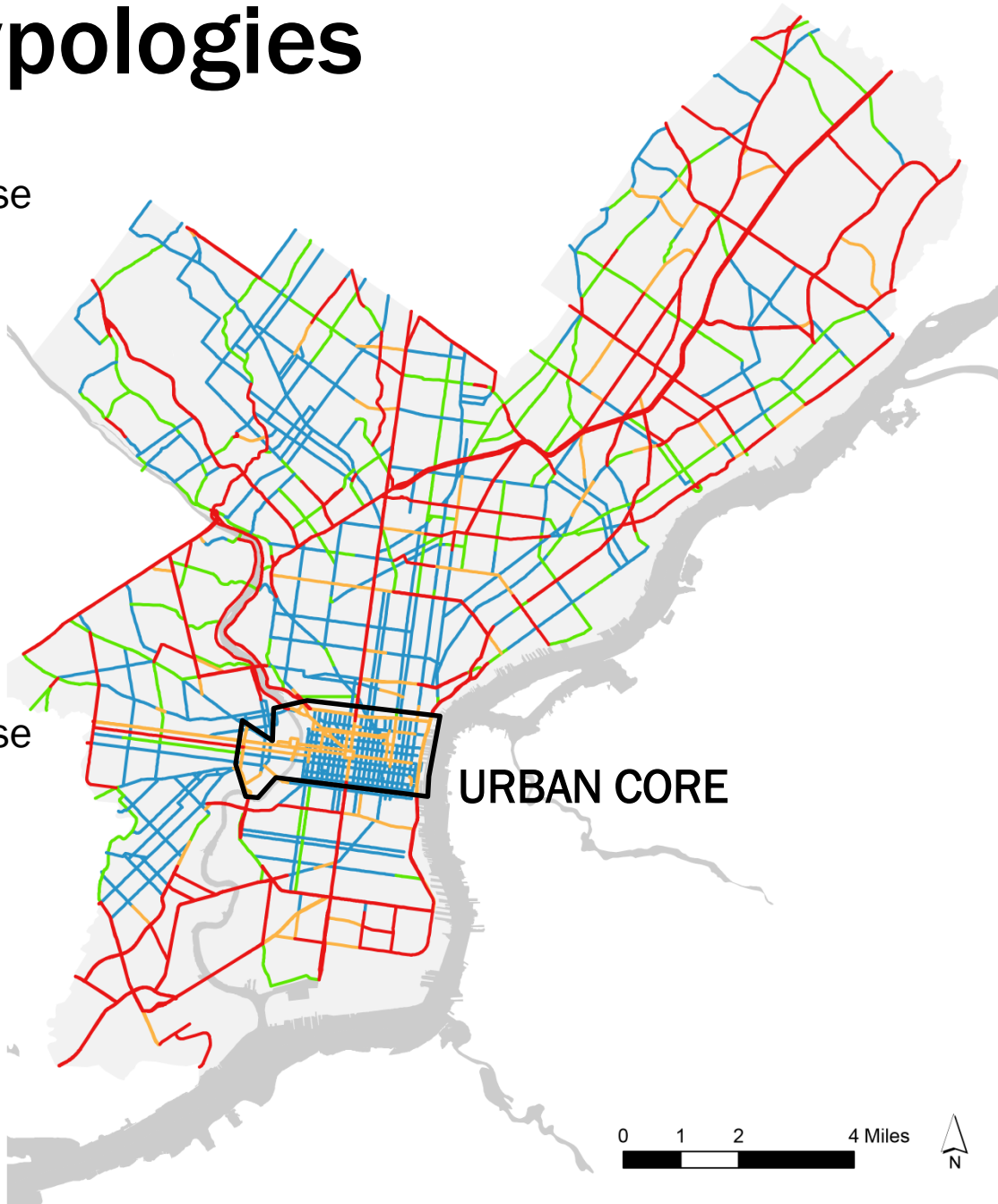
Typologies

Narrow Neighborhood
Commercial/residential land use
Narrow street
Less than 11,500 AADT

Narrow Connector
Narrow street
Greater than 11,500 AADT, or
industrial land use

Wide Neighborhood
Commercial/residential land use
Wide street
Less than 11,500 AADT

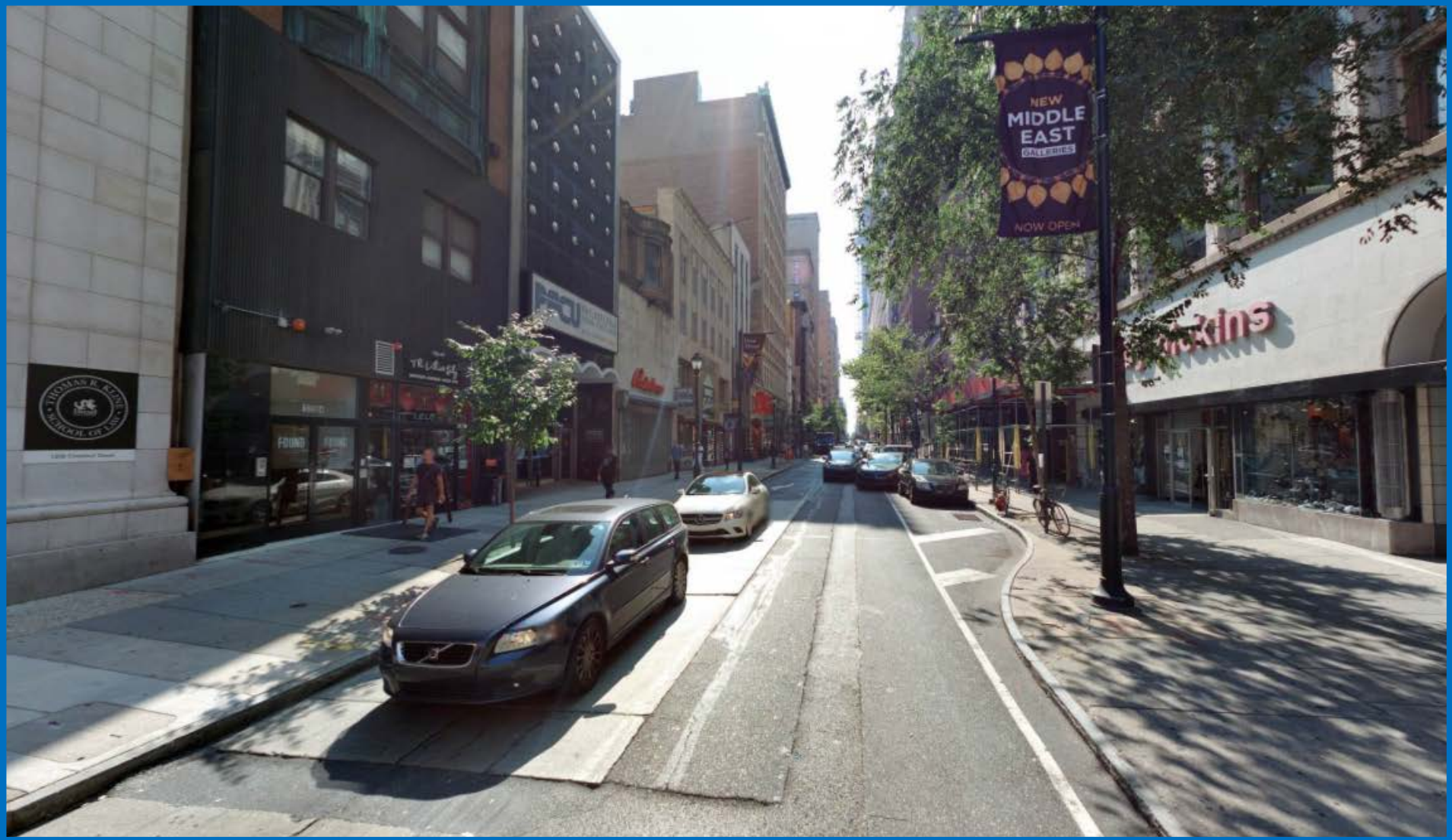
Wide Connector
Wide street
Greater than 11,500 AADT, or
industrial land use



Example Streets:

School House Ln @ Wissahickon Av

Example Streets:
Chestnut St @ 12th St



Narrow Connector

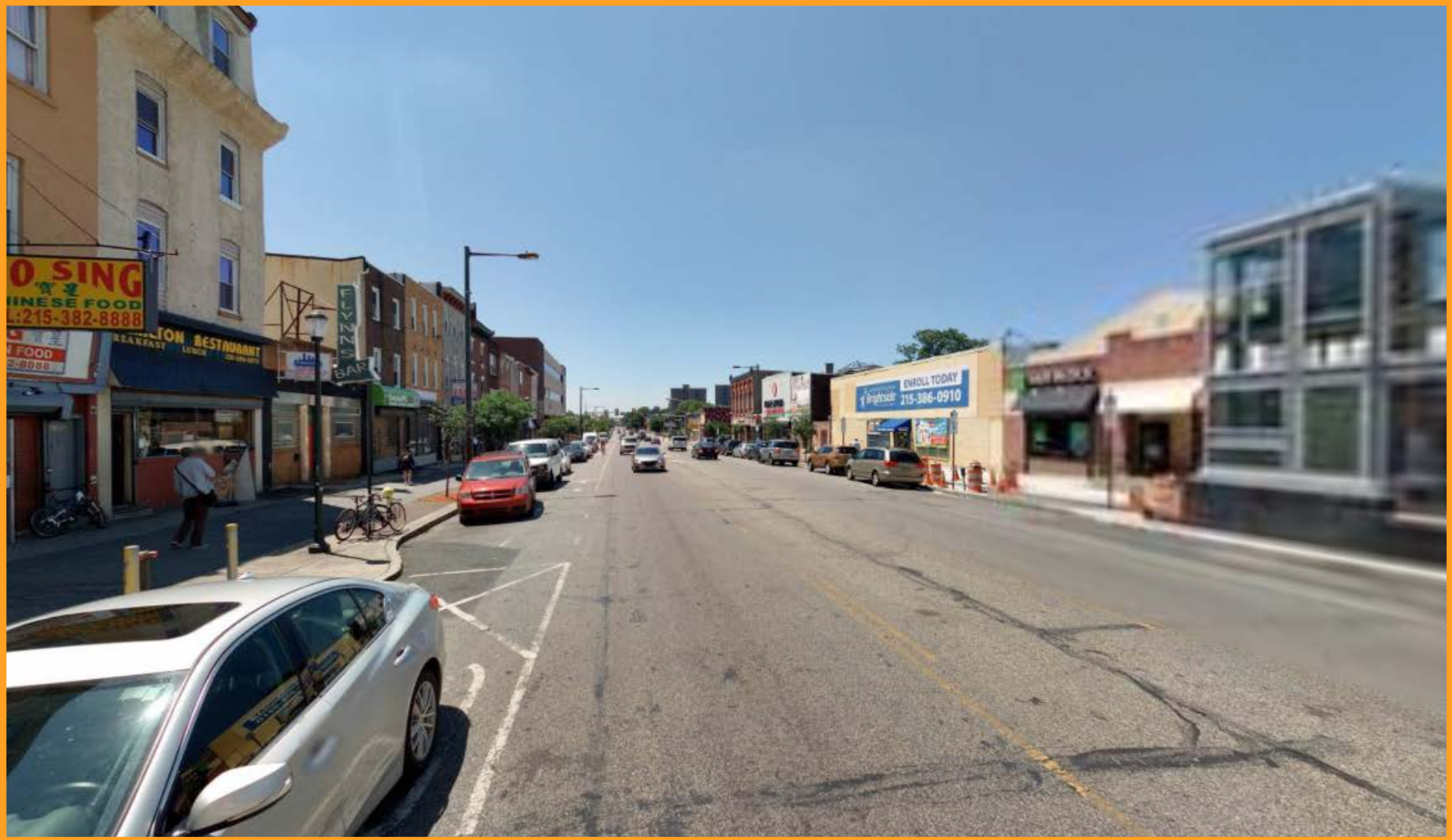
Example Streets:
Rising Sun Av @ Tabor Av

Example Streets:
G St @ Erie Av

Example Streets:
Castor Av @ Devereaux Av

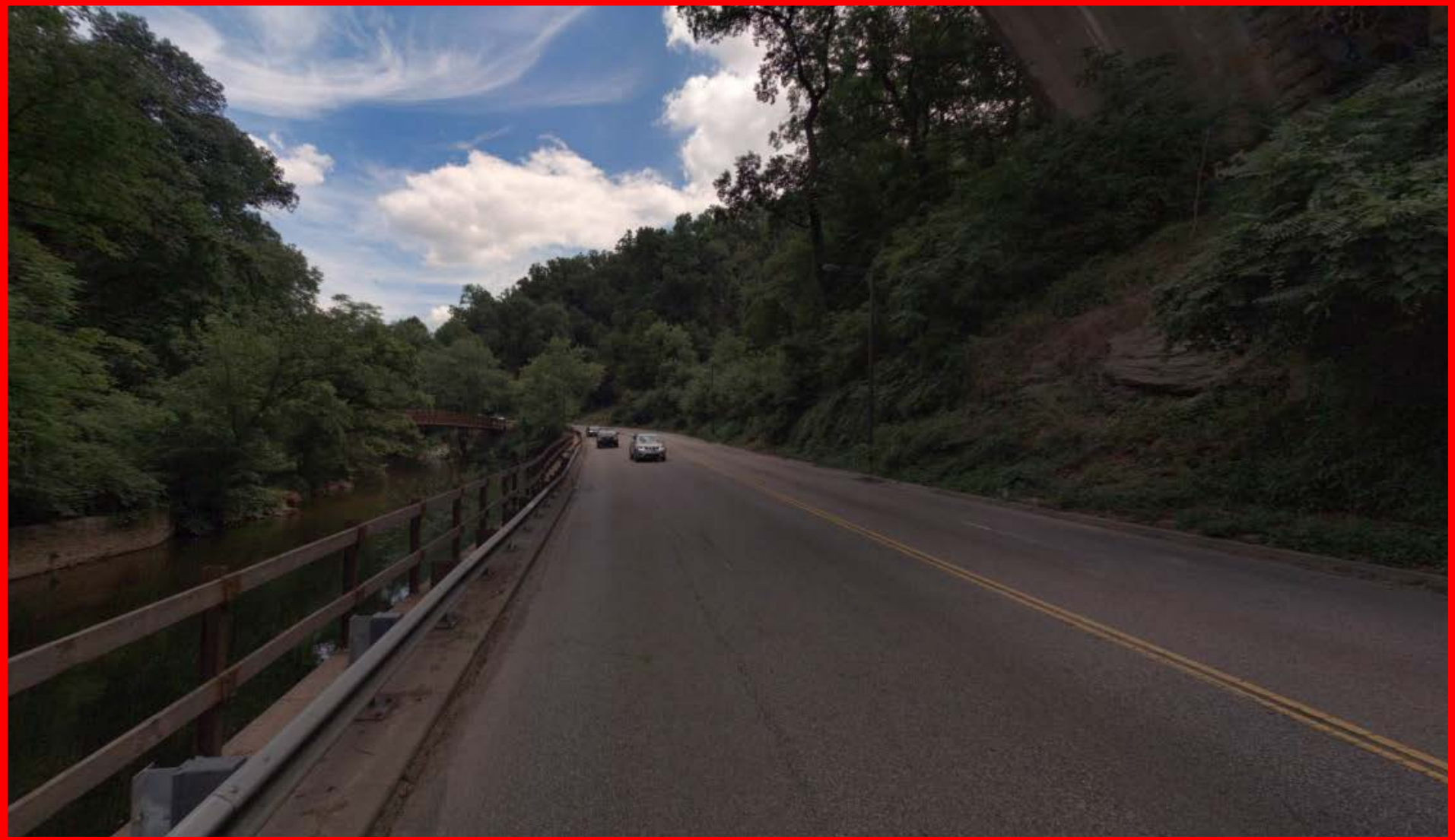
Wide Neighborhood

Example Streets:
Market St @ 40th St



Wide Connector

Example Streets:
Lincoln Dr @ Henry Av



Wide Connector

Example Streets:
Red Lion Rd @ Bustleton Av

Final Product Development

- New typology layers for the District 6-0 safety webmap
- Linked primer with data dictionary, framework, methodology, etc.
- Proposed changes to speed management evaluation process incorporating new typologies

Questions?

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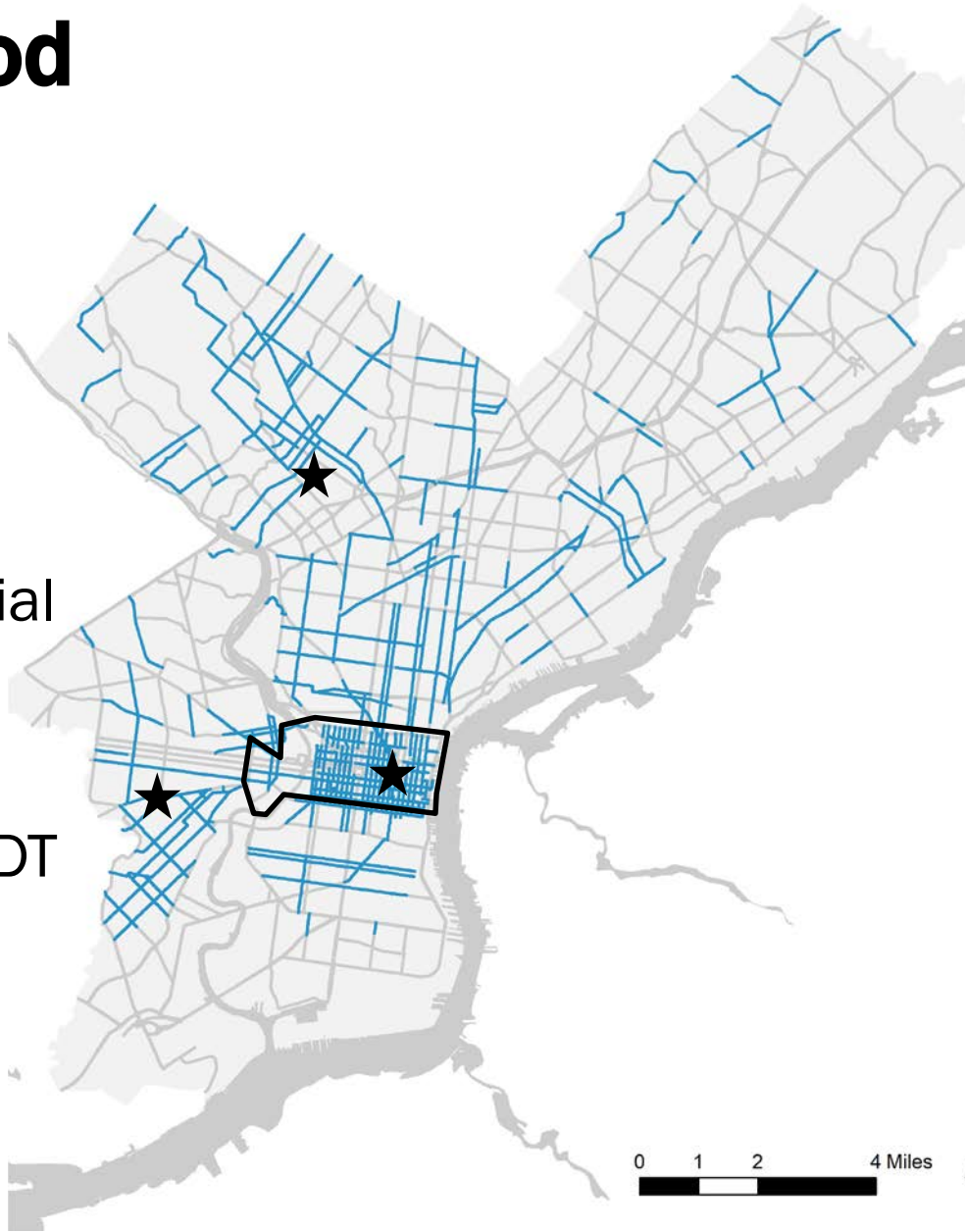
Overview:

Narrow Neighborhood

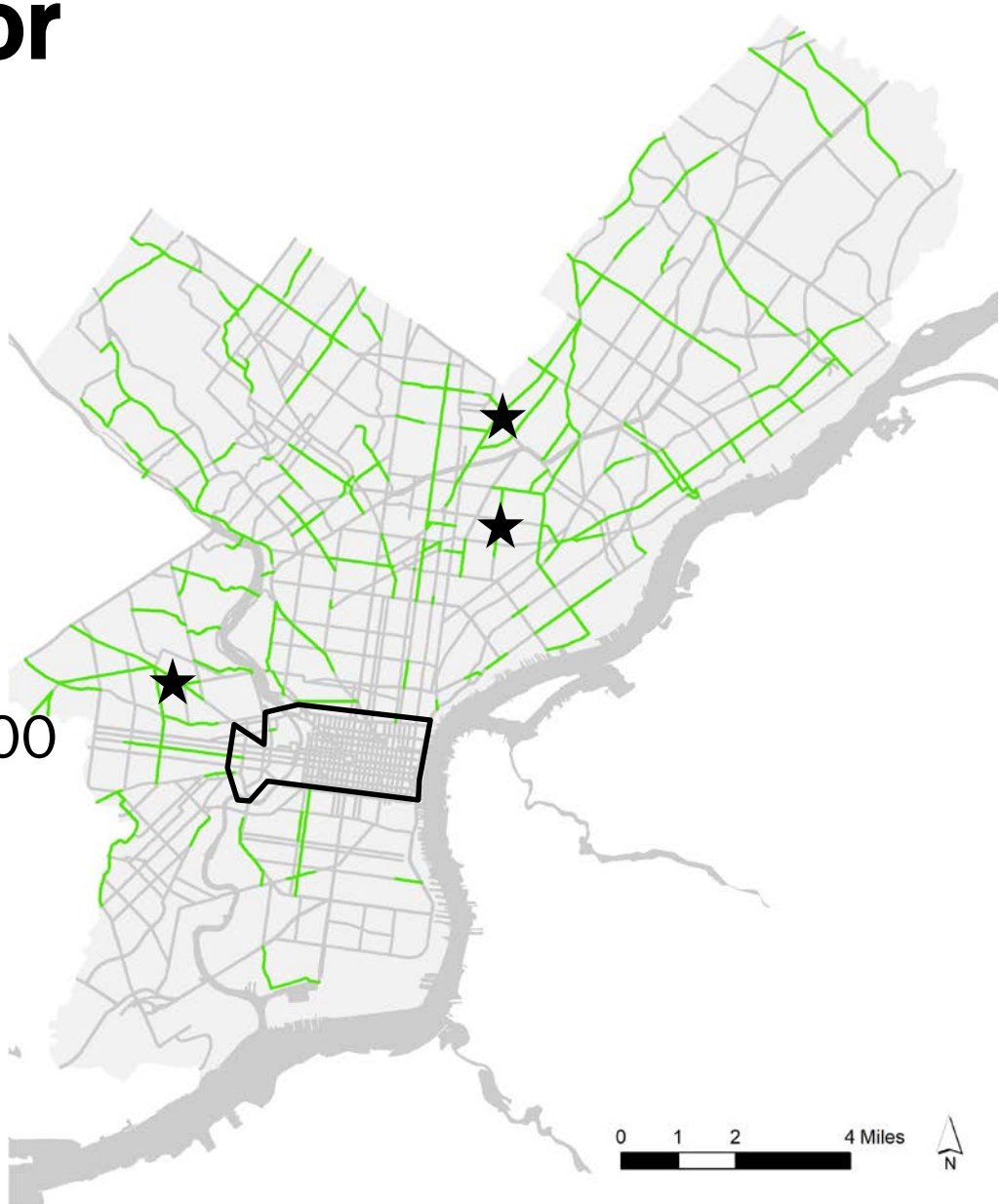
- Total mileage:
  - 207 mi (29% of network)
- Definition:
  - *Urban context*:
    1. Commercial/residential land use
    2. Narrow street
    3. Less than 10,000 AADT
  - *Urban core context*:
    1. Narrow street



Overview:

Narrow Connector

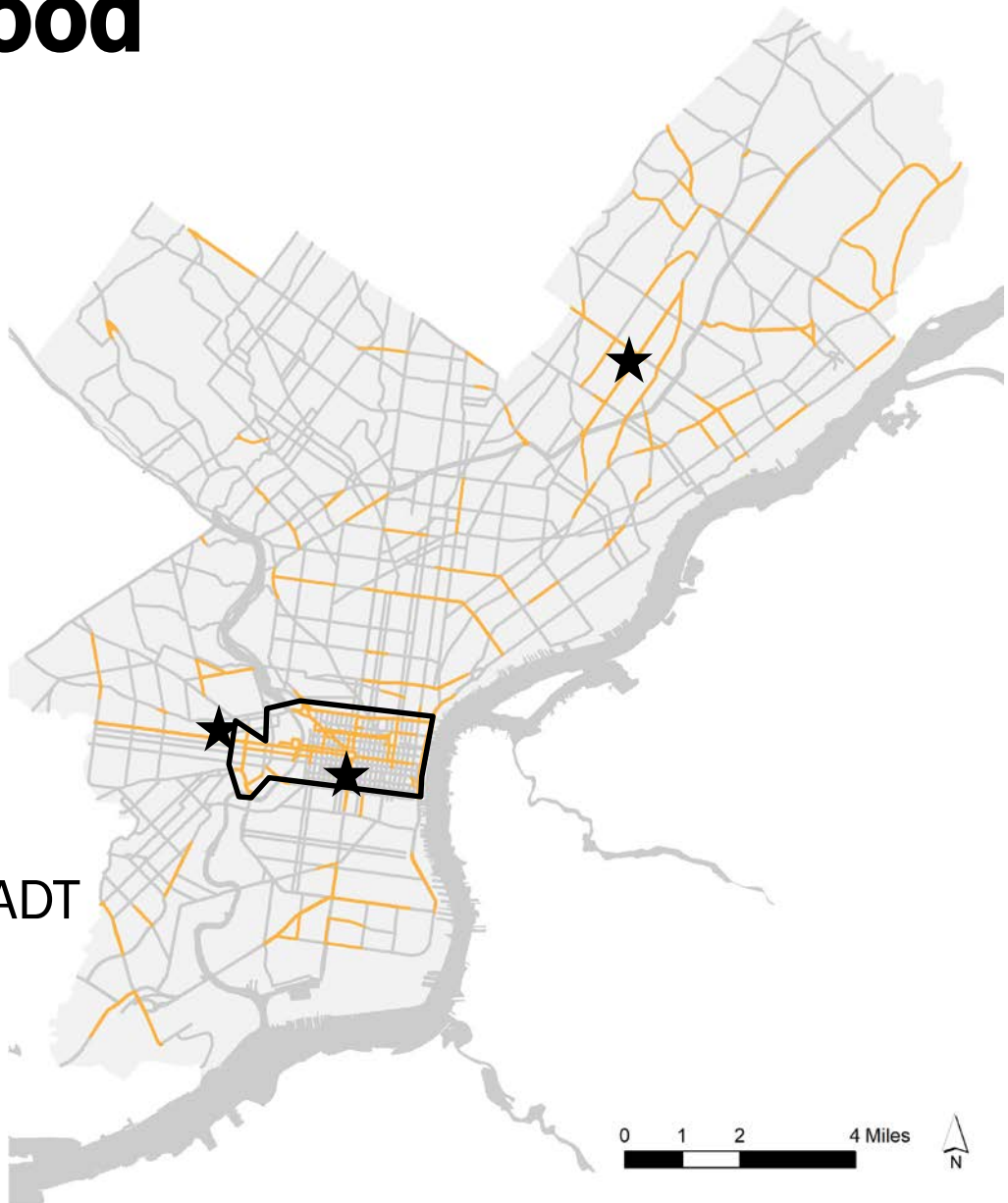
- Total mileage:
  - 124 miles (17% of network)
- Definition:
  - *Urban context*:
    1. Narrow street
    2. Greater than 10,000 AADT, or industrial land use
  - *Urban core context*:
    - N/A



Overview:

Wide Neighborhood

- Total mileage:
  - 148 miles (21% of network)
- Definition:
  - *Urban context*:
    1. Commercial/ residential land use
    2. Wide street
    3. Less than 10,000 AADT
  - *Urban core context*:
    1. Wide street



Overview:

Wide Connector

- Total mileage:
  - 238 miles (33% of network)
- Definition:
  - *Urban context*:
    1. Wide street
    2. Greater than 10,000 AADT, or industrial land use
  - *Urban core context*:
    - N/A